

# NACOmatic

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**Contact:**

Doug Ranz

248-318-0011

[NACOmatic@hotmail.com](mailto:NACOmatic@hotmail.com)

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## GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

**FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE:** <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626  
800 Independence Ave., SW  
Washington, DC 20591  
Telephone 1-866-295-8236  
Fax 202-267-5322  
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
22 Oct 09	9 Sep 09	20 Aug 09
17 Dec 09	4 Nov 09	15 Oct 09
11 Feb 10	30 Dec 09	10 Dec 09
8 Apr 10	24 Feb 10	4 Feb 10
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10

\*Including changes to preferred routes and graphic depictions on charts.

**FOR CHARTING ERRORS CONTACT:**

FAA, National Aeronautical Charting Office, ATO-W  
SSMC-4 Sta. #2335  
1305 East West Highway  
Silver Spring, MD 20910-3281  
Telephone 1-800-626-3677  
Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

Frequently asked questions (FAQs) are answered on our web site at [www.naco.faa.gov](http://www.naco.faa.gov).  
See the FAQs prior to contact via toll free number.

**FOR PROCUREMENT CONTACT:**

FAA, National Aeronautical Charting Office  
Distribution Division, ATO-W  
10201 Good Luck Road  
Glenn Dale, MD 20769-9700  
Online at [www.naco.faa.gov](http://www.naco.faa.gov)  
Email [9-AMC-Chartsales@faa.gov](mailto:9-AMC-Chartsales@faa.gov)  
Telephone 1-800-638-8972  
Fax 301-436-6829  
or any authorized FAA Chart Agent

**New or Changed Information**—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.



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## ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	clsd	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	dalgt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dspld	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
Aug	August	Fri	Friday
AUW	All Up Weight (gross weight)	FSS	Flight Service Station
avbl	available	GA	glide angle
bcn	beacon	GCA	Ground Controlled Approach
blo	below	GS	glide slope
		haz	hazard
		HQ	Headquarters

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABTMT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invo	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
lbs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
lgt	lighted	rstd	restricted
lgts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rw	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MICALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thld	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmp	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather

# DIRECTORY LEGEND

## SAMPLE

① CITY NAME  
 ② AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE  
 ③ 200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER  
 ④ ⑤ ⑥ ⑦ ⑧ ⑨ H-46, L-19C IAP, DIAP, AD

⑩ RWY 18-36: H12004X200 (ASPH-CONC-GRVD)  
 S-90, D-160, DT-300 PCN 80 R/B/W/T HIRL CL  
 RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.  
 Thld displcd 300'. Trees. Rgt tfc. 0.3% up.  
 RWY 36: ALSF1. 0.4% down.  
 RWY 09-27: H6000X150 (ASPH) MIRL  
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

⑪ LAND AND HOLD SHORT OPERATIONS  
 LANDING HOLD SHORT POINT DIST AVBL  
 RWY 18 09-27 6500  
 RWY 36 09-27 5400

⑫ RUNWAY DECLARED DISTANCE INFORMATION  
 RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504  
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

⑬ ARRESTING GEAR/SYSTEM  
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')  
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36

⑭ MILITARY SERVICE: A-GEAR E-5 connected on dep end, disconnected on  
 apch end. JASU 3(AM32A-60) 2(A/M32A-86)

⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿

⑳ FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX  
 OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.

㉑ AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute  
 Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service  
 (ADCUS) avbl.

㉒ MILITARY REMARKS: ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15  
 minutes prior to ldg and after dep. Limited tran parking.

㉓ WEATHER DATA SOURCES: AWOS-1 120.3 (202) 426-8000. LLWAS.

㉔ COMMUNICATIONS: SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2  
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2  
 NAME RCO 112.2T 112.1R (NAME RADIO)  
 NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)  
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55  
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

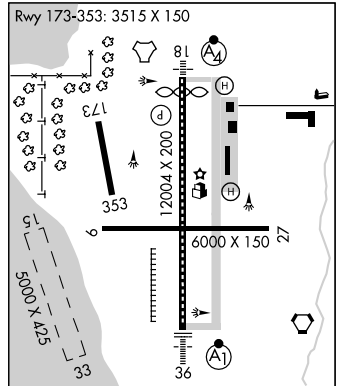
㉕ AIRSPACE: CLASS B See VFR Terminal Area Chart.

㉖ RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.  
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.  
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.  
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.  
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
 ASR/PAR (1200-0400Z†)

㉗ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

㉘ HELIPAD H1: H100X75 (ASPH)  
 HELIPAD H2: H60X60 (ASPH)  
 HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

㉙ 187 TPA 1000(813)  
 WATERWAY 15-33: 5000X425 (WATER)  
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of  
 arpt not visible from twr and are required to ctc twr.













All bearings and radials are magnetic unless otherwise specified.  
 All mileages are nautical unless otherwise noted.  
 All times are Coordinated Universal Time (UTC) except as noted.  
 All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.  
 The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

10

# SKETCH LEGEND

## RUNWAYS/LANDING AREAS

Hard Surfaced .....	
Metal Surface .....	
Sod, Gravel, etc. ....	
Light Plane, ....	
Ski Landing Area or Water	
Under Construction .....	
Closed .....	
Helicopter Landings Area .....	
Displaced Threshold .....	
Taxiway, Apron and Stopways ..	






## MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings .....	
Power Lines .....	
Fence .....	
Towers .....	
Tanks .....	
Oil Well .....	
Smoke Stack .....	
Obstruction .....	
Controlling Obstruction .....	
Trees .....	
Populated Places .....	
Cuts and Fills .....	
Cliffs and Depressions ..	
Ditch .....	
Hill .....	

## RADIO AIDS TO NAVIGATION

















VORTAC ...		VOR .....	
VOR/DME ..		NDB .....	
TACAN ....		NDB/DME ....	

## MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon .....	
Wind Cone .....	
Landing Tee .....	
Tetrahedron .....	
Control Tower .....	

## APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1) Negative symbology, e.g., (A1) (V) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting .....	
(A) Approach Lighting System ALSF-2 ..	
(A1) Approach Lighting System ALSF-1 ..	
(A2) Short Approach Lighting System SALS/SALSF .....	
(A3) Simplified Short Approach Lighting System (SSALR) with RAIL .....	
(A4) Medium Intensity Approach Lighting System (MALSR and MALSF)/(SSALS and SSALF) .....	
(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL .....	
(+) Omnidirectional Approach Lighting System (ODALS) .....	
(D) Navy Parallel Row and Cross Bar ..	
(F) Air Force Overrun .....	
(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided	
(V2) Pulsating Visual Approach Slope Indicator (PVASI)	
(V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft	
(V4) Tri-color Visual Approach Slope Indicator (TRCV)	
(V5) Approach Path Alignment Panel (APAP)	
(P) Precision Approach Path Indicator (PAPI)	

## LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

### ① CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

### ② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

### ③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

### ④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard		Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

### ⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

### ⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

# **7 GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

# **8 CHARTS**

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER.

# **9 INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAM**

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

# **10 AIRPORT SKETCH**

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

# **11 ELEVATION**

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.

# **12 ROTATING LIGHT BEACON**

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

# **13 SERVICING—CIVIL**

S1: Minor airframe repairs.	S5: Major airframe repairs.
S2: Minor airframe and minor powerplant repairs.	S6: Minor airframe and major powerplant repairs.
S3: Major airframe and minor powerplant repairs.	S7: Major powerplant repairs.
S4: Major airframe and major powerplant repairs.	S8: Minor powerplant repairs.

# **14 FUEL**

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP-5 military specification) Kerosene with FS-11, FP** minus 46°C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP-8.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.		
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.		

\*(Fuel System Icing Inhibitor)

\*\*(Freeze Point)

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

# **15 OXYGEN—CIVIL**

OX 1 High Pressure	OX 3 High Pressure—Replacement Bottles
OX 2 Low Pressure	OX 4 Low Pressure—Replacement Bottles

# **16 TRAFFIC PATTERN ALTITUDE**

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

**17 AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)

407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL)

407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

407-975-1760

Southwest East Sector (OK and eastern TX)

407-975-1840

Southwest West Sector (Western TX, NM and AZ)

407-975-1820

Pacific Sector (WA, OR, CA, HI and AK)

407-975-1800

**18 CERTIFICATED AIRPORT (14 CFR PART 139)**

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS  
AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

**14 CFR—PART 139 CERTIFICATED AIRPORTS****INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS**

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H <sub>2</sub> O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H <sub>2</sub> O
D	3	≥159', <200' ----- >200'	 ----- <5	Index A + 4000 gal H <sub>2</sub> O
E	3	≥200'	≥5	Index A + 6000 gal H <sub>2</sub> O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

**19 NOTAM SERVICE**

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and



ATC Procedures for detailed description of NOTAM's. Current NOTAMS are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMS are available using the DoD Internet NOTAM Distribution System (DINS) [www.notams.jcs.mil](http://www.notams.jcs.mil).

## 20 FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

## 21 RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

### RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as STOL, Ultralight, or assault strips. Assault strips are shown by magnetic bearing.

### RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

### RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking, landing mats, membranes	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	(PEM)—Part concrete, part asphalt	(TURF)—Turf
(DIRT)—Dirt	(PFC)—Porous friction courses	(TRTD)—Treated
(GRVD)—Grooved		(WC)—Wire combed

### RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
  - R — Rigid
  - F — Flexible
- (3) The pavement subgrade category:
  - A — High
  - B — Medium
  - C — Low
  - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
  - W — High, no limit
  - X — Medium, limited to 217 psi
  - Y — Low, limited to 145 psi
  - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
  - T — Technical evaluation
  - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

#### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

## VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

## PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

## RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

## RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

## RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.



## ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

## BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

## UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

## FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

## UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

## OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

**23 MILITARY SERVICE**

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**24 JET AIRCRAFT STARTING UNITS (JASU)**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

## ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD-4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
<b>AIR STARTING UNITS</b>	
AM32-95	150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
AM32A-95	150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
LASS	150 +/- 5 lb/min @ 49 +/- 2 psia
MA-1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia
MC-11	8,000 cu in cap, 4000 psig, 15 cfm
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS:</b>	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A-60*	AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A-60A	AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A-60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.	
<b>USN JASU</b>	
<b>ELECTRICAL STARTING UNITS:</b>	
NC-8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC-10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
<b>AIR STARTING UNITS:</b>	
GTC-85/GTE-85	120 lbs/min @ 45 psi.
MSU-200NAV/A/U47A-5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS:</b>	
NCPP-105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
<b>JASU (ARMY)</b>	
59B2-1B	28v, 7.5 kw, 280 amp.
<b>OTHER JASU</b>	
<b>ELECTRICAL STARTING UNITS (DND):</b>	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22-35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22-35v, 500 amp continuous 1100 amp intermittent soft start
<b>AIR STARTING UNITS (DND):</b>	
CA2	ASA 45.5 psig, 116.4 lb/min
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)</b>	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
<b>ELECTRICAL STARTING UNITS (OTHER)</b>	
C-26	28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire
C-26-B, C-26-C	28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire
E3	DC 28v/10kw
<b>AIR STARTING UNITS (OTHER):</b>	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA-1	150 Air HP, 115 lb/min 50 psia
MA-2	250 Air HP, 150 lb/min 75 psia
<b>CARTRIDGE:</b>	
MXU-4A	USAF

**(25) FUEL—MILITARY**

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [www.desc.dla.mil/Static/ProductsAndServices.asp](http://www.desc.dla.mil/Static/ProductsAndServices.asp); click on the Commercial Airports button.

See legend item 14 for fuel code and description.

**(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY****CODE**

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).
<b>OXYGEN:</b>	
LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
ORRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.
NOTE: Combinations of above items is used to indicate complete oxygen servicing available;	
LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

LPNIT	Low pressure nitrogen servicing.
HPNIT	High pressure nitrogen servicing.
LHNIT	Low and high pressure nitrogen servicing.

**(27) OIL—MILITARY**

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
0-113	1065, Reciprocating Engine Oil (MIL-L-6082)
0-117	1100, Reciprocating Engine Oil (MIL-L-6082)
0-117+	1100, 0-117 plus cyclohexanone (MIL-L-6082)
0-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
0-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
0-132	1005, Jet Engine Oil (MIL-L-6081)
0-133	1010, Jet Engine Oil (MIL-L-6081)
0-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
0-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
0-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
0-155	None, MIL-L-6086C, Aircraft, Medium Grade
0-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turbohaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

**(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute backup, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

## 29 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

## 30 MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

## 31 WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers. SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

### **32 COMMUNICATIONS**

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on aprt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remote facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

#### **TERMINAL SERVICES**

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol **®** indicates radar approach control.

TOWER—Control tower.


GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the



VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol  indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900–0000Z+” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

### AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

**AIRSPACE: CLASS C** svc “times” ctc **APP CON** other times CLASS E:

or

**AIRSPACE: CLASS D** svc “times” other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL. This will be formatted as:

**AIRSPACE: CLASS C** svc “times” ctc **APP CON** other times CLASS G, with CLASS E 700’ (or 1200’) AGL & abv:

or

**AIRSPACE: CLASS D** svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:

or

**AIRSPACE: CLASS E** svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.

**NOTE: AIRSPACE SVC “TIMES” INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**

Class E 700’ AGL (shown as magenta vignette on sectional charts) and 1200’ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’/1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)



## CONTINUED FROM PRECEDING PAGE

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB _____	Automatic Weather Broadcast.
DF _____	Direction Finding Service.
DME _____	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y) _____	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS _____	Glide slope.
H _____	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH _____	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB _____	Non-directional radio beacons providing automatic transcribed weather service.
ILS _____	Instrument Landing System (voice, where available, on localizer channel).
IM _____	Inner marker.
ISMLS _____	Interim Standard Microwave Landing System.
LDA _____	Localizer Directional Aid.
LMM _____	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM _____	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH _____	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS _____	Microwave Landing System.
MM _____	Middle marker.
OM _____	Outer marker.
S _____	Simultaneous range homing signal and/or voice.
SABH _____	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF _____	Simplified Direction Facility.
TACAN _____	UHF navigational facility-omnidirectional course and distance information.
VOR _____	VHF navigational facility-omnidirectional course only.
VOR/DME _____	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC _____	Collocated VOR and TACAN navigational facilities.
W _____	Without voice on radio facility frequency.
Z _____	VHF station location marker at a LF radio facility.

## ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance  
Classification Code

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

**(35) COMM/NAV/WEATHER REMARKS:**

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**ABRAHAM** N40°09.61' W89°20.27' NOTAM FILE AAA.  
NDB (MHW) 329 AAA at Logan Co.

CHICAGO  
L-27C

**ABRAHAM LINCOLN CAPITAL** (See SPRINGFIELD)

**ACORE** N38°31.19' W90°03.57' NOTAM FILE STL.  
NDB (LOM) 350 CP 304° 5.5 NM to St Louis Downtown.

ST LOUIS

**ALBERTUS** (See FREEPORT)

## ALED0

**MERCER CO** (CØØ) 3 NE UTC-6(-5DT) N41°14.92' W90°44.23'  
740 FUEL 100LL TPA-1540(800) NOTAM FILE IKK  
RWY 17-35: H2480X45 (ASPH) LIRL  
RWY 17: Building. RWY 35: Road.  
AIRPORT REMARKS: Attended 1400-2300Z±.  
COMMUNICATIONS: CTAF 122.9

CHICAGO

**ALPOS** N38°51.30' W89°56.28' NOTAM FILE ALN.  
NDB (LOM) 218 AL 291° 5.5 NM to St Louis Rgnl.

ST LOUIS  
L-27C

## ALTON/ST LOUIS

**ST LOUIS RGNL** (ALN) 4 E UTC-6(-5DT) N38°53.42' W90°02.76'

ST LOUIS

544 B S4 FUEL 100LL, JET A OX 1, 3 ARFF Index—See Remarks NOTAM FILE ALN H-5D, L-27C, A  
RWY 11-29: H8098X150 (ASPH-GRVD) S-80, D-140, DT-200 HIRL IAP, AD

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 46'. Hangar.  
RWY 29: MALSR.  
RWY 17-35: H6499X100 (ASPH) S-35, D-47 MIRL  
RWY 17: VASI(V4L)—GA 3.0° TCH 45'. Tree.  
RWY 35: VASI(V4L)—GA 3.0° TCH 45'. Trees.

### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29	17-35	6850
RWY 35	11-29	4800

AIRPORT REMARKS: Attended 1200-0400Z±. For attendant other hrs call 618-259-3230 or 258-1005. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 618-259-2531. Class IV, ARFF Index A. Index E firefighting equipment avbl with 30 minutes notice and prior permission of arpt manager. When twr closed HIRL Rwy 11-29 and MIRL Rwy 17-35 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.0 (618) 259-7231. LAWRS.  
COMMUNICATIONS: CTAF 126.0 ATIS 128.0

UNICOM 122.95

RCO 122.05 (ST LOUIS RADIO)

® APP/DEP CON 124.2 CLNC DEL 120.2 (0400-1300Z±)

RGNL TOWER 126.0 (1300-0400Z±) GND CON 120.2

AIRSPACE: CLASS D svc 1300-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

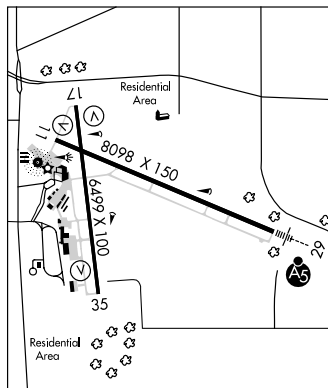
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 323° 10.9 NM to fld. 570/4E.

CIVIC MEMORIAL NDB (MHW) 263 CVM N38°53.54' W90°03.38' at fld. NOTAM FILE ALN.

ALPOS NDB (LOM) 218 AL N38°51.30' W89°56.28' 291° 5.5 NM to fld.

ILS/DME 108.5 I-ALN Chan 22 Rwy 29 LOM ALPOS NDB. Unmonitored when twr clsd. LOC BC unusable byd 18° left and 23° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

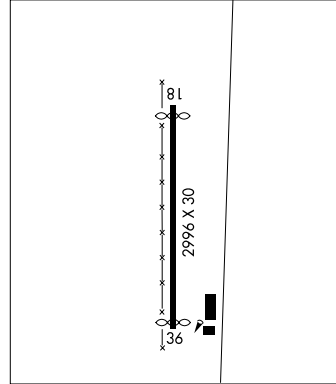


**APPLE RIVER****FOSTER FLD** (7A4) 6 SW UTC-6(-5DT) N42°27.99' W90°10.16'**CHICAGO**

990 B TPA-1790(800) NOTAM FILE IKK

**RWY 18-36:** H2996X30 (ASPH) MIRL(NSTD)**RWY 18:** Thld dsplcd 187'. Tree.**RWY 36:** Thld dsplcd 57'. Tree.

**AIRPORT REMARKS:** Unattended. Snow removal unavailable. Call for rwy conditions at 815-541-4282. ACTIVATE MIRL Rwy 18-36 —CTAF-7 clicks. Rwy 18-36 NSTD MIRL; non-frangible; spacing and ints. Rwy 18-36 20' turf shoulders. Ldg fee. Dsplcd thld Rwy 18 and Rwy 36 NSTD white stripe and numbers—no arrows.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**AURORA MUNI** (See CHICAGO AURORA)**BEARDSTOWN****GREATER BEARDSTOWN** (K06) 3 SE UTC-6(-5DT) N39°58.40' W90°24.22'**ST LOUIS**

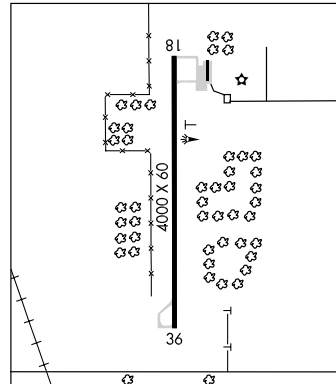
465 B TPA-1265(800) NOTAM FILE STL

**RWY 18-36:** H4000X60 (ASPH) S-12.5 LIRL**RWY 18:** Tree.**RWY 36:** Tree.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 cracks in rwy. LIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

**SPINNER (H) VORTACW** 112.7 SPI Chan 74 N39°50.38' W89°40.66' 285° 34.5 NM to fld. 586/1W.



**BELLEVILLE****SCOTT AFB/MIDAMERICA**

(BLV)(KBLV) MIL/CIV 14 E UTC-6(-5DT) N38°32.71' W89°50.11' ST LOUIS

459 B S1 FUEL 100LL, JET A+ TPA—See Remarks Class I, ARFF Index B

H-5D, L-27C, A

NOTAM FILE BLV

IAP, DIAP, AD

**RWY 14L-32R:** H1000X150 (CONC-GRVD) S-75, D-209, ST-175, DT-605, SBTT-593,

TRT-585, DDT-840 HIRL

**RWY 14L:** REIL. PAPI(P4R)—GA 3.0° TCH 72'.**RWY 32R:** MALSR. PAPI(P4L)—GA 3.0° TCH 72'.**RWY 14R-32L:** H8011X150 (ASPH-CONC) PCN 81 R/B/W/T HIRL**RWY 14R:** MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

0.4% down.

**RWY 32L:** MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Thld dsplcd 210'.**MILITARY SERVICE:** JASU 6(A/M32A-86) 3(AM32-95). MidAmerica

2(A/M32A-60B) 1(AM32-95) 2(A/M32A-86) 1(MD-4).

**FUEL A+ 100LL** (Arpt Terminal Svc avbl 1400-0200Z†,C618-566-5265. **FLUID SP(Mil)** PRESAIR(Mil) LHOX(Mil) LOX(Mil)**OIL O-133-148(Mil)** SOAP(Mil) **TRAN ALERT** Opr weekdays

1200-0400Z†, weekends 1300-0000Z†, clsd Federal holidays,

see NOTAM. MidAmerica FBO svc provided by Air Terminal Svc

(ATS), opr 1400-0200Z† 24 hr PPR other times. FBO svc limited

to refueling only. Ctc FBO at C618-566-5265 for specific park

and svc. Mil svc not avbl to mil acft at civ ramp.

**AIRPORT REMARKS:** Attended continuously. FBO avbl 1200-2030Z†,

C618-566-5320. Deer, birds and waterfowl on and invof arpt.

**CAUTION** Dense civil air traffic all quadrants, all altitudes. Use

caution when utilizing Twy G, 0.25 NM east of Rwy 14R-32L intersection, gradient change of 3° and a 70° turn

present, on coming traffic may not be visible due to terrain. Index C ARFF capability avbl one hr PPR call arpt ops

center 618-566-5227. Military ramps clsd to civil acft without prior coordination and a ldg permit number on

file. First 6000' of Rwy 32L is asph, remaining 2001' is conc; locked wheel turns on asph portion of rwy

prohibited. 180° turns on asph portion of rwy is authorized for light and medium category acft only. First 2000'

of Rwy 14R is concrete. Acft taxiing N on Twy A making left turn onto Foxtrot ramp—be alert—no twy centerline

due to acute angle of twy intersection. Acft taxiing N on Rwy 32L onto East Twy E—be alert—no twy centerline

due to acute angle of twy/rwy intersection. Rwy 14L touchdown rwy visual range avbl. Rwy 32L hold lines lctd on

Twy A abeam dsplcd thld. TPA—Overhead, fighter acft, 2500(2041), rectangular 2000(1541), light acft and

helicopter rectangular 1500(1041). During VFR conditions tkf, low approach, touch and go and clsd pattern, acft

will not exceed 2000' until fld boundary to avoid overhead pattern. Landing fee.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Official Business Only when Tran Alert clsd.

Scott AFB is PPR. All inbound acft must ctc 375th comd post or 126th ANG comd post no later than 30 min prior

to ldg. Military support may not be avbl on MidAmerica side of fld without prior coordination through Scott AFB.

PPR call DSN 576-1861, C618-256-1861, fax extension 6718. ANG ramp/services: ctc 126th AM DSN

760-4275, C618-222-4275 or 126th Comd Post extension 4255, fax extension 4252. PPR issued up to seven

days prior to arrival. Parking at 126th ARW ramp is official business requiring 48 hrs PPR. AMC acft restricted

during Bird Aircraft Strike Hazard Phase II and when arpt enters Bird Watch Conditions Moderate or Severe.

When arpt is code Moderate or Severe no local IFR/VFR tfc pat. When arpt code Severe, tkf/ldg prohibited

without 375 OG/CC approval. During Phase II, daily Bird Aircraft Strike Hazard windows are estimated as

SR+1-SR-1 and SS+1-SS-1. During Bird Aircraft Strike Hazard window (when code Low) no trans pattern

permission, initial tkf/full stop ldg are at AC discretion. Ctc ATIS, PTD, 375 AW Comd Post or twr for current

code. Mil ramps clsd to civil aircraft without prior coordination and a landing permits number on file. Rwy 32L

hold line is on Twy A abeam Rwy 32L dsplcd thld. No de-icing svc avbl on Scott main military ramp. De-icing

may be avbl on 126th guard ramp or MidAmerica ramp via prior coordination. De-icing for C17/C5 acft or

equivalent not avbl. See AP/1 for additional information. **MISC** Rwy 32L 1000' overrun (north end) avbl, Rwy 14R

no overrun (south end) avbl. Acft arriving Scott AFB with more than 30 passengers after hr ctc Base 24 hr in

advance, C618-256-1861. Wx svc avbl Mon-Fri 0900-0100Z†; weekend and hol as dictated by local mission

schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx svc avbl Mon-Fri

0900-0100Z†; weekend and holiday as dictated by local mission schedule, or during forecast severe wx

conditions at DSN 576-5905, C618-256-5905. Wx observation avbl 24 hrs via AN/FMQ-19 Automated

Observing System. During wx flight hrs of closure remote service avbl from 15 Opr Wx Squadron DSN 576-9755,

C618-256-9755. During evacuation of wx flight ctc 15OWS at number above.

**COMMUNICATIONS:** SFA ATIS 128.7 256.7 (1200-0600Z†) UNICOM 122.95 PTD 139.85 372.2

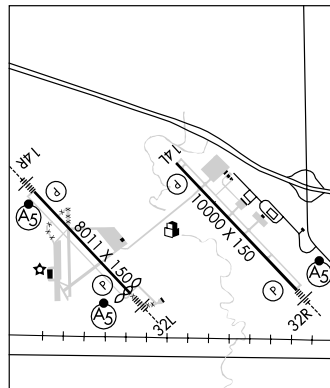
® ST LOUIS APP/DEP CON 125.2 281.5

SCOTT TOWER 128.25 253.5 GND CON 119.2 275.8

CLNC DEL 119.875 263.025

375 AW COMD POST 130.65 383.2

126 ARW COMD POST 138.55 277.7 PMSV METRO 239.8

**AIRSPACE:** CLASS D svc continuous.

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RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 157° 12.3NM to fld. 570/4E.

(T) TACAN Chan 59 SKE (112.2) N38°32.72' W89°51.10' at fld. 482/2E. No NOTAM MP Wed and Thu 1200–1600Z†.

GOOEY NDB (LOM) 385 JD N38°28.68' W89°44.27' 309° 6.1 NM to fld. No NOTAM MP Tue 1200–1600Z†.

ILS 109.9 I-OKX Rwy 14R. No NOTAM MP Mon and Tue 1200–1600Z†.

ILS/DME 111.15 I-BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200–1600Z†.

ILS 111.15 I-JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200–1600Z†.

ILS 109.9 I-BLV Rwy 32L. No NOTAM MP Mon and Tue 1200–1600Z†.

ASR

**BELLGRADE** N37°08.73' W88°40.23' NOTAM FILE PAH.

ST LOUIS

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl.

L-16I

**BENTON MUNI** (H96) 1 W UTC-6(-5DT) N38°00.41' W88°56.07'

ST LOUIS

444 B FUEL 100LL TPA-1244(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X75 (ASPH) S-4 MIRL

RWY 18: Tree. RWY 36: Tree.

AIRPORT REMARKS: Attended Fri-Sun 1400-0000Z†. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 153° 27 NM to fld. 546/4E. HIWAS.

**BIBLE GROVE** N38°55.22' W88°28.91' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E.

H-5E, L-27C

RCO 122.05R 109.0T (ST LOUIS RADIO)

**BLOOMINGTON** N40°28.85' W88°55.88' NOTAM FILE BMI.

CHICAGO

(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington-Normal 882/3E.

L-27C

VOR unusable 091°-149°, 221°-235° and 291°-314°.

RCO 123.6R 108.2T (KANKAKEE RADIO)

## CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 157° 12.3NM to fld. 570/4E.

(T) TACAN Chan 59 SKE (112.2) N38°32.72' W89°51.10' at fld. 482/2E. No NOTAM MP Wed and Thu 1200–1600Z†.

GOOEY NDB (LOM) 385 JD N38°28.68' W89°44.27' 309° 6.1 NM to fld. No NOTAM MP Tue 1200–1600Z†.

ILS 109.9 I-OKX Rwy 14R. No NOTAM MP Mon and Tue 1200–1600Z†.

ILS/DME 111.15 I-BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200–1600Z†.

ILS 111.15 I-JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200–1600Z†.

ILS 109.9 I-BLV Rwy 32L. No NOTAM MP Mon and Tue 1200–1600Z†.

ASR

**BELLGRADE** N37°08.73' W88°40.23' NOTAM FILE PAH.

ST LOUIS

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl.

L-16I

**BENTON MUNI** (H96) 1 W UTC-6(-5DT) N38°00.41' W88°56.07'

ST LOUIS

444 B FUEL 100LL TPA-1244(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X75 (ASPH) S-4 MIRL

RWY 18: Tree. RWY 36: Tree.

AIRPORT REMARKS: Attended Fri-Sun 1400-0000Z†. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 153° 27 NM to fld. 546/4E. HIWAS.

**BIBLE GROVE** N38°55.22' W88°28.91' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E.

H-5E, L-27C

RCO 122.05R 109.0T (ST LOUIS RADIO)

**BLOOMINGTON** N40°28.85' W88°55.88' NOTAM FILE BMI.

CHICAGO

(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington-Normal 882/3E.

L-27C

VOR unusable 091°-149°, 221°-235° and 291°-314°.

RCO 123.6R 108.2T (KANKAKEE RADIO)

**BLOOMINGTON/NORMAL****CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (BMI) 3 E UTC-6(-5DT)CHICAGO  
H-5E, L-27C  
IAP, AD

N40°28.63' W88°54.96'

871 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index B NOTAM FILE BMI

RWY 02-20: H8000X150 (CONC-GRVD) HIRL CL S-75, D-150,

ST-175, DT-300

RWY 02: MALSR. PAPI(P4R)—GA 3.0° TCH 50'.

RWY 20: ALSF2. TDZL. P-line.

RWY 11-29: H6525X150 (ASPH-CONC-GRVD) S-75, D-105,

ST-175, DT-300 HIRL

RWY 11: REIL. VASI(V4R)—GA 3.0° TCH 43'.

RWY 29: MALSR.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	11-29	4600
RWY 11	02-20	6200

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 11: TORA-6525 TODA-6525 ASDA-6525 LDA-6525

RWY 20: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 29: TORA-6525 TODA-6525 ASDA-6525 LDA-6525

**AIRPORT REMARKS:** Attended 1200-0500Z†. Birds and deer on and in/ov

arpt. Snow removal ops in progress winter months; equipment ops

will be monitoring CTAF when twr closed. SE end of Rwy 29 565'

conc, remaining 5960' asph. 48 hr PPR for unscheduled air carrier

ops with more than 30 passengers seats call arpt manager

309-663-7383. Rwy 02 touchdown, midfield and rollout rwy visual

range avbl. Rwy 20 touchdown, midfield and rollout rwy visual

range avbl. Rwy 29 touchdown rwy visual range avbl. Rwy 20 ALSF2

operates as SSALR when twr clsd. Acft Idg/departing Bloomington should announce intentions on CTAF when

twr clsd. When twr clsd HIRL Rwy 11-29 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 02-20,

MALSR Rwy 02 and Rwy 29 and PAPI Rwy 02 and REIL Rwy 11—CTAF. ALSF Rwy 20 avbl when twr open.

Centerline lgts Rwy 02-20 only avbl when twr open. TDZL lgts Rwy 20 only avbl when twr open.

**WEATHER DATA SOURCES:** ASOS 135.35 (309) 661-9478. LAWRS.**COMMUNICATIONS:** CTAF 124.6 ATIS 135.35 UNICOM 122.95

BLOOMINGTON RCO 123.6R 108.2T (KANKAKEE RADIO)

® PEORIA APP/DEP CON 128.725

BLOOMINGTON TOWER 124.6 (1200-0400Z†). GND CON 121.65

**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BMI.

BLOOMINGTON (L) VOR/DME 108.2 BMI Chan 19 N40°28.85' W88°55.88' at fld. 882/3E.

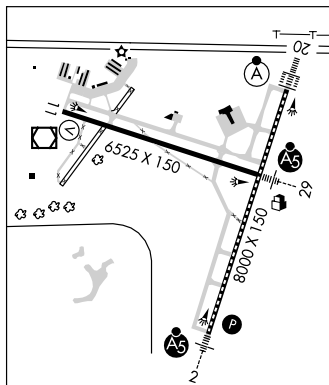
EGROW NDB (LOM) 334 LH N40°33.62' W88°52.48' 201° 5.3 NM to fld. SHUTDOWN.

ILS/DME 111.9 I-LHJ Chan 56. Rwy 20. LOM EGROW NDB. Unmonitored when twr is clsd. Category

II ILS is not avbl when twr clsd. LOM SHUTDOWN.

ILS 108.3 I-BMI Rwy 29. Unmonitored when twr is clsd. LOC BC unusable byd 15 NM.

ILS/DME 111.9 I-TXN Chan 56. Rwy 02. Unmonitored when twr clsd.



**BOLINGBROOK****BOLINGBROOK'S CLOW INTL** (1C5) 0 NW UTC-6(-5DT) N41°41.76' W88°07.75'**CHICAGO**

670 B S4 FUEL 100LL, JET A TPA-1270(600) NOTAM FILE IKK

**COPTER**

RWY 18-36: H3362X50 (ASPH) LIRL (NSTD) 0.5% up N.

L-28H, A

RWY 18: Thld dsplcd 190'. Tree.

RWY 36: Building.

IAP

AIRPORT REMARKS: Attended 1300-0000Z†. Rwy 18-36 NSTD LIRL, spacing and ints varies.

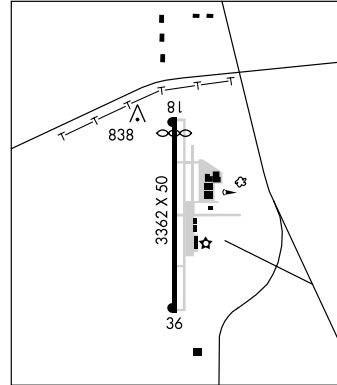
COMMUNICATIONS: CTAF 122.9

® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 041° 12.4 NM to fld. 592/2E.

**BRADFORD** N41°09.58' W89°35.27' NOTAM FILE IKK.**CHICAGO**

(H) VORTAC 114.7 BDF Chan 94 133° 12.4 NM to Marshall Co. 810/OE.

H-5D, L-27C

VOR portion unusable 189°-199° blo 3500' and between 25 and 35 NM.

RCO 123.6 122.05R 114.7T (KANKAKEE RADIO).

**BRESSON** (See COMPTON)**BULT FIELD** (See MONEE)**CABBI** N37°52.20' W89°14.73' NOTAM FILE MDH.**ST LOUIS**

NDB (LOM) 388 MD 181° 5.5 NM to Southern Illinois. Unmonitored when twr clsd.

**CAHOKIA/ST LOUIS****ST LOUIS DOWNTOWN**

(CPS) 1E UTC-6(-5DT) N38°34.24' W90°09.37'

**ST LOUIS**

413 B S4 FUEL 100LL JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A

RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, ST-90, DT-100 MIRL

IAP, AD

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CONC) S-30, D-30 MIRL

RWY 12L: REIL. Tree. RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree. RWY 23: Tower.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

**AIRPORT REMARKS:** Attended continuously. Deer and migratory waterfowl on and in/ovf arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z†, other times by request 618-337-6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon-Fri (1400-2230Z†) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy 05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avb for air carrier ops except taxi ops. During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med ints when twr clsd, MIRL Rwy 12L-30R not avbl when twr clsd. ACTIVATE MALSR Rwy 30L when twr clsd—CTAF. Rwy 12R-30L lgts OTS except med ints.

**WEATHER DATA SOURCES:** ASOS (618) 332-0001. LAWRS.**COMMUNICATIONS:** CTAF 119.925 ATIS 121.45 UNICOM 122.95

⑧ APP/DEP CON 123.7 CLNC DEL 118.275 (0300-1300Z†)

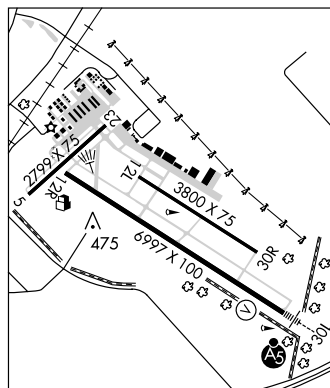
DOWNTOWN TOWER 119.925 (1230-0400Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1230-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.

ILS 109.1 I-CPS Rwy 30L. Class 1A. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC unusable from 0.2 NM inbound and byd 14° right of course.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**CALDE** N39°47.83' W89°35.52' NOTAM FILE SPI.**ST LOUIS**

NDB (LOM) 240 CJ 306° 4.9 NM to Abraham Lincoln Capital.

**CAIRO RGNL** (CIR) 4 NW UTC-6(-5DT) N37°03.87' W89°13.18'**ST LOUIS**

321 B FUEL 100LL NOTAM FILE CIR

L-16H

RWY 14-32: H4003X100 (ASPH) S-30, D-35 MIRL

IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 32: Tree.

RWY 02-20: H3201X60 (ASPH) S-6 MIRL

RWY 02: Tree. RWY 20: Tree.

**AIRPORT REMARKS:** Attended 1400-2330Z†. Self svc fuel avbl 24 hrs.

Parachute Jumping on weekends. MIRL Rwy 14-32 preset low ints; to increase ints ACTIVATE—CTAF. MIRL Rwy 02-20 by prior req only call 618-734-0600.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (618) 734-9173.**COMMUNICATIONS:** CTAF/UNICOM 122.8

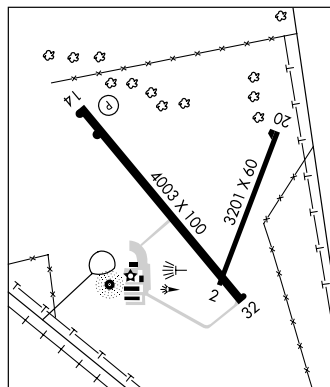
MEMPHIS CENTER APP/DEP CON 133.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.21' 277°18.7 NM to fld. 480/3E.

NDB (MHW) 397 CIR N37°03.70' W89°13.41' at fld. NOTAM FILE CIR.



**CAMPBELL** (See GRAYSLAKE)

**CANTON** N40°33.95' W90°04.62' NOTAM FILE IKK.  
 NDB (MHW) 236 CTK at Ingersoll.

**CHICAGO**  
 L-27B

**CANTON**

**INGERSOLL** (CTK) 2 NW UTC-6(-5DT) N40°34.15' W90°04.49'  
 684 B S4 FUEL 100LL, MOGAS TPA-1484(800) NOTAM FILE PIA  
 RWY 18-36: H3899X75 (ASPH) S-10 MIRL 0.3% up N

**CHICAGO**  
 L-27B  
 IAP

RWY 18: Trees. RWY 36: REIL. Trees.

RWY 09-27: H3295X60 (ASPH) S-11 MIRL

RWY 09: Pole. RWY 27: Tree.

**AIRPORT REMARKS:** Attended 1300Z†-dusk. ACTIVATE MIRL Rwy  
 09-27 and 18-36 and REIL Rwy 36 and twy lgts—CTAF.

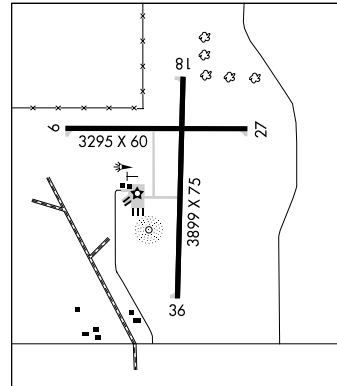
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® PEORIA APP/DEP CON 124.675

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'  
 W89°47.57' 239° 14.5 NM to fld. 730/4E.

**CANTON NDB (MHW) 236 CTK** N40°33.95' W90°04.62' at fld.  
 NOTAM FILE IKK.



**CARBONDALE/MURPHYSBORO**

SOUTHERN ILLINOIS (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'

ST LOUIS

411 B S4 FUEL 100LL, JET A, MOGAS Class IV, ARFF Index A NOTAM FILE MDH

H-5E, L-16H

RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, ST-126, DT-150 HIRL

IAP, AD

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, DT-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, DT-60 MIRL

RWY 18R: PVASI(P5IL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(P5IL)—GA 3.0° TCH 25'. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 18L:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506
RWY 18R:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 24:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 36L:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 36R:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506

**AIRPORT REMARKS:** Attended continuously. Birds on and in/ovf arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

**WEATHER DATA SOURCES:** ASOS (618) 529-1821. LAWRS.

COMMUNICATIONS: CTAF 125.35 ATIS 119.85 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

CARBONDALE TOWER 125.35 126.25 (1300-0300Z±) GND CON 121.8

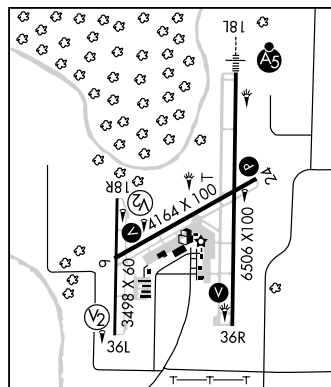
AIRSPACE: CLASS D svc 1300-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.20' W89°14.73' 181° 5.5 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMI MUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

ST LOUIS

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

L-16I

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

IAP

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z±. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (618) 382-3760.

COMMUNICATIONS: CTAF/UNICOM 122.8

® EVANSVILLE APP/DEP CON 127.35 (1200-0500Z±)

® INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

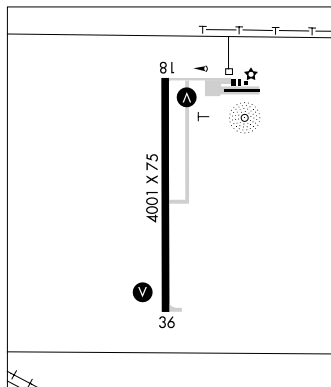
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM

FILE CUL.



**CASEY MUNI** (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

ST LOUIS

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

L-27C

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

IAP

RWY 04: REIL. Trees. RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld dsplcd 315'. Road. Rgt tfc.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400Z†-2300Z†. MIRL Rwy 04-22 and REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lgts—CTAF. Rwy 18 dsplcd thld marked with white gravel in shape of "L" on rwy edges.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ HULMAN APP/DEP CON 125.45 (1100-0300Z†)

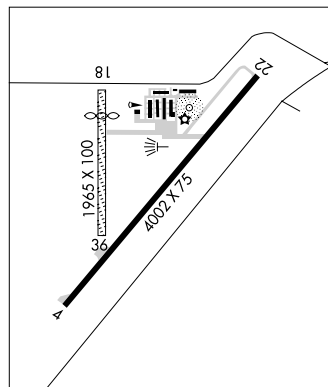
Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**BIBLE GROVE (L) VORTAC** 109.0 BiB Chan 27 N38°55.22'

W88°28.91' 041° 32 NM to fld. 540/3E.

**NDB (MHW)** 359 CZB N39°18.31' W88°00.12' at fld.

Unmonitored. NOTAM FILE STL.

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

ST LOUIS

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

H-5E, L-27C

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

IAP

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1400Z†-dusk. For svc after hrs call 618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (618) 533-4417. HIWAS 115.0 ENL.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

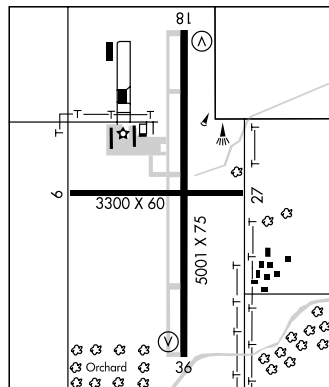
RCO 122.1R 115.0T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.(H) **VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo 2700'.

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

CHICAGO

(L) **VORTAC** 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

L-27C

RCO 122.1R 110.0T (ST LOUIS RADIO)

**CHAMPAIGN/URBANA** N40°02.07' W88°16.56'

CHICAGO

RCO 122.45 (ST LOUIS RADIO)

L-27C



**CHAMPAIGN/URBANA****UNIVERSITY OF ILLINOIS—WILLARD**

(CMI) 5 SW UTC-6(-5DT) N40°02.33' W88°16.67'  
 755 B S4 FUEL 100LL, JET A1+ OX 1 TPA-1505(750) Class I, ARFF Index B  
 NOTAM FILE CMI

**CHICAGO**  
 H-5E, L-27C  
 IAP, AD

**RWY 14L-32R:** H8102X150 (ASPH-CONC-GRVD) S-100, D-180, ST-175, DT-260 MIRL

**RWY 14L:** VASI(V4L)—GA 3.0° TCH 31'.

**RWY 32R:** MALSR. VASI(V4L)—GA 3.0° TCH 54'.

**RWY 04-22:** H6501X150 (CONC-GRVD) S-100, D-180, ST-175, DT-260 MIRL

**RWY 04:** VASI(V4L)—GA 3.0° TCH 45'.

**RWY 22:** VASI(V4L)—GA 3.0° TCH 41'. Tree.

**RWY 18-36:** H5302X150 (CONC) S-40, D-50, DT-90 MIRL

**RWY 36:** VASI(V4L)—GA 3.0° TCH 40'. Tree.

**RWY 14R-32L:** H3817X75 (ASPH) S-12.5, D-12.5, ST-175 MIRL

**RWY 14R:** PAPI(P4L)—GA 3.0° TCH 35'.

**RWY 32L:** PAPI(P4L)—GA 3.0° TCH 35'.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 04</b>	14L-32R	3600
<b>RWY 14L</b>	04-22	3550
<b>RWY 18</b>	04-22	4100
<b>RWY 22</b>	18-36	4700
<b>RWY 32R</b>	04-22	4050
<b>RWY 36</b>	14L-32R	3950

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 14R:** TORA-3817 TODA-3817 ASDA-3817 LDA-3817

**RWY 32L:** TORA-3817 TODA-3817 ASDA-3817 LDA-3817

**AIRPORT REMARKS:** Attended 1200-0400Z†. Rwy 18-36 CLOSED 0500-1200Z†. Rwy 18-36 CLOSED to scheduled air carrier ops 10 seats or more and clsd to unscheduled air carrier ops greater than 30 passenger seats. Avbl for air carrier taxi only. Rwy 14R-32L CLOSED 0500-1200Z†. Birds on and invof arpt. AER 22 and 32 not visible from each other. Rwy 14L and Rwy 18 apch ends are closely aligned. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0400-1200Z†, call arpt manager 217-244-8634/8764. Taxiing acft should use caution in early morning and late afternoon hrs; sun glare may make visual recognition of signs and pavement markings difficult. Twy A5 and Twy C1 southwest of Rwy 14L-32R closed to acft over 11800 lbs. Twy A6 and A7, adjacent to ramp, not visible from the control twr. When twr is clsd Rwy 32R is the preferred calm wind rwy. When twr clsd HIRL Rwy 14L-32R preset on radio control, to increase ints and ACTIVATE MIRL Rwy 04-22 and MALSR Rwy 32R—CTAF. Itinerant parking on SE ramp only.

**WEATHER DATA SOURCES:** ASOS (217) 352-9118.

**COMMUNICATIONS:** CTAF 120.4 ATIS 124.85 UNICOM 122.95

CHAMPAIGN RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA RCO 122.45 (ST LOUIS RADIO)

① CHAMPAIGN APP/DEP CON 132.85 (136°-315°) 121.35 (316°-135°) 133.97 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

CHAMPAIGN TOWER 120.4 118.25 (1200-0500Z†) GND CON 121.8 CLNC DEL 128.75

**AIRSPACE:** CLASS C svc 1200-0500Z† etc APP CON other times CLASS G.

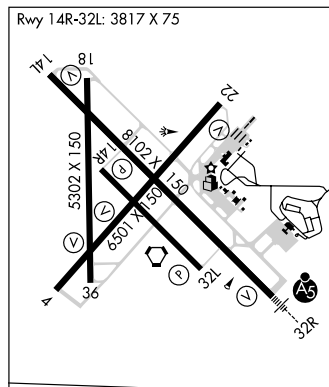
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' at fld. 745/3E.

VEALS NDB (LOM) 407 CM N39°57.97' W88°10.95' 315° 6.2 NM to fld.

ILS 109.1 I-CMI Rwy 32R. Class IE. LOM VEALS NDB. ILS unmonitored when twr clsd.

ASR (1200-0500Z†)



**CHICAGO****CHICAGO MIDWAY INTL**

(MDW) 9SW UTC-6(-5DT) N41°47.16' W87°45.15'  
 620 B S4 FUEL 100LL, JET A1 + OX 2, 4 AOE ARFF Index—See Remarks  
 NOTAM FILE MDW

**CHICAGO****COPTER**

H-5E, L-28H, A

IAP, AD

RWY 13C-31C: H6522X150 (CONC-GRVD) S-95, D-165, ST-175, DT-250 HIRL

RWY 13C: LDIN. PAPI (P4R)—GA 3.0° TCH 46'. Thld dsplcd 463'. Road.

RWY 31C: REIL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 696'. Road.

RWY 04R-22L: H6446X150 (CONC-ASPH-GRVD) S-95, D-165, ST-175, DT-250 HIRL

RWY 04R: REIL. PAPI(P4L)—GA 3.4° TCH 66'. Thld dsplcd 518'. Road.

RWY 22L: REIL. PAPI(P4R)—GA 3.0° TCH 43'. Thld dsplcd 634'. Road.

RWY 04L-22R: H5507X150 (ASPH-GRVD) S-60, D-120, ST-152 MIRL

RWY 04L: VASI(V4R)—GA 3.75° TCH 55'. Thld dsplcd 758'. Road.

RWY 22R: PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 878'. Road.

RWY 13L-31R: H5141X150 (ASPH-GRVD) S-80, D-125, ST-159 MIRL

RWY 13L: Thld dsplcd 752'. Road.

RWY 31R: PAPI(P4R)—GA 3.0° TCH 44'. Tree.

RWY 13R-31L: H3859X60 (CONC) S-12.5 MIRL

RWY 13R: Pole.

RWY 31L: Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04L: TORA-5507 TODA-5507 ASDA-5507 LDA-4749

RWY 04R: TORA-6446 TODA-6446 ASDA-6446 LDA-5928

RWY 13L: TORA-5141 TODA-5141 ASDA-5141 LDA-4389

RWY 13C: TORA-6522 TODA-6522 ASDA-6522 LDA-6059

RWY 22L: TORA-6446 TODA-6446 ASDA-6446 LDA-5812

RWY 22R: TORA-5507 TODA-5507 ASDA-5507 LDA-4629

RWY 31C: TORA-6522 TODA-6522 ASDA-6522 LDA-5826

RWY 31R: TORA-5141 TODA-5141 ASDA-5141 LDA-5141

**ARRESTING GEAR/SYSTEM**

RWY 04R: EMAS 249' X 170'

RWY 13C: EMAS 190' X 170'

RWY 22L: EMAS 346' X 170'

RWY 31C: EMAS 210' X 170'

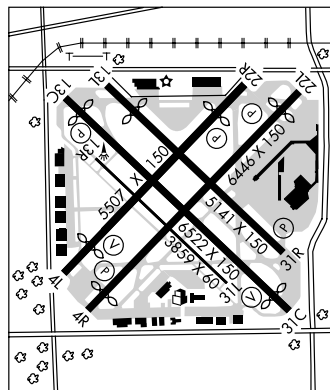
**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Arpt CLOSED to solo student training. Rwy 13R-31L; Rwy 13L-31R and Rwy 04L-22R not avbl for scheduled air carrier ops with more than 9 passenger seats or unscheduled air carrier ops at least 31 passenger seats. Class I, ARFF Index C. Class I ARFF Index C. ARFF Index D equipment avbl with 8 hrs notification to arpt ops 773-838-0677. Noise abatement procedures: all departures are requested to expedite climb through 1500' MSL 0400-1200Z± daily. Twy A and F clsd to acct over 79' wing span. Rwy 22L preferred departure rwy 0400-1300Z±. Rwy 31C VASI OTS indef. Rwy 31C VASI unusable byd 7.5° right of centerline. Ldg fee. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS 132.75 (773) 581-8094.**COMMUNICATIONS:** D-ATIS 132.75 (773) 581-9967 UNICOM 122.95**(R) APP/DEP CON** 118.4 126.05

MIDWAY TOWER 118.7 GND CON 121.65 CLNC DEL 121.85 PRE TAXI CLNC 121.85

**AIRSPACE:** CLASS C svc continuous etc MIDWAY RADAR 119.45 135.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**CHICAGO HEIGHTS (L) VORTAC** 114.2 CGT Chan 89 N41°30.60' W87°34.29' 332° 18.4 NM to fld. 630/2E.**ERMIN NDB (MHW/LOM)** 332 HK N41°43.14' W87°50.18' 044° 5.5 NM to fld. NOTAM FILE MDW.**KEDZI NDB (MHW/LOM)** 248 MX N41°44.49' W87°41.38' 315° 3.9 NM to fld. NOTAM FILE MDW.**ILS/DME** 109.9 I-MDW Chan 36 Rwy 13C. Class IE.

DME also serves Rwy 31C.

**ILS** 111.5 I-HKH Rwy 04R. Class IE. LOM ERMIN NDB.**ILS/DME** 109.9 I-MXT Chan 36 Rwy 31C. Class IC. LOM KEDZI NDB. DME also serves Rwy 13C.

**CHICAGO O'HARE INTL**

(ORD) 14 NW UTC-6(-5DT) N41°58.85' W87°54.40'

CHICAGO

672 B S4 FUEL 100LL, JET A1 OX 1, 2, 3, LRA Class I, ARFF Index E NOTAM FILE ORD

COPTER

RWY 14R-32L: H13000X200 (ASPH-CONC-GRVD) S-100, D-185, ST-175, DT-350

H-5E, L-28H, A

PCN 108 R/C/W/U HIRL CL

IAP, AD

RWY 14R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Trees.

RWY 32L: TDZL. Pole.

RWY 10-28: H13000X150 (ASPH-CONC-GRVD) S-100, D-185, ST-175, DT-350 PCN 108 R/C/W/U HIRL CL

RWY 10: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'. Pole. 0.3% down.

RWY 28: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 79'. Sign.

RWY 14L-32R: H10005X150 (ASPH-GRVD) S-100, D-185, ST-175, DT-350 PCN 108 R/C/W/U HIRL CL

RWY 14L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd 1998'.

RWY 32R: MALSR. TDZL. Pole.

RWY 04R-22L: H8075X150 (ASPH-GRVD) S-100, D-200, ST-175, DT-350 PCN 108 R/C/W/U HIRL CL

RWY 04R: MALSR. TDZL. 0.3% down.

RWY 22L: MALSR. TDZL. Antenna.

RWY 09R-27L: H7967X150 (ASPH-CONC-GRVD) S-100, D-210, DT-350 PCN 108 R/C/W/U HIRL CL

RWY 09R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 27L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. Antenna.

RWY 04L-22R: H7500X150 (ASPH-GRVD) S-100, D-185, ST-175, DT-350 PCN 108 R/C/W/U HIRL CL

RWY 22R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'.

RWY 09L-27R: H7500X150 (CONC-GRVD) S-75, D-210, DT-500, DD-913 HIRL CL

RWY 09L: ALSF2. TDZL. Antenna.

RWY 27R: ALSF2. TDZL. Antenna.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09R	14L-32R	6100
RWY 10	Twy S	12156
RWY 14R	10-28	9800
RWY 22R	09R-27L	6050
RWY 27L	04L-22R	5700
RWY 28	14R-32L	6500

**RUNWAY DECLARED DISTANCE INFORMATION**

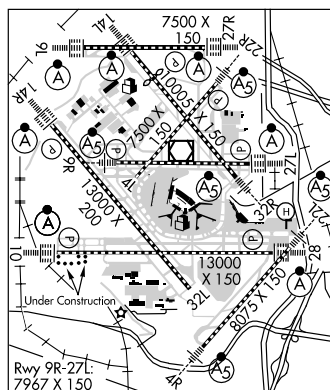
RWY 04L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 04R:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 10:	TORA-13000	TODA-13000	ASDA-13000	LDA-12246
RWY 14L:	TORA-10005	TODA-10005	ASDA-10005	LDA-8007
RWY 14R:	TORA-13000	TODA-13000	ASDA-13000	LDA-13000
RWY 22L:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 22R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 32L:	TORA-13000	TODA-13000	ASDA-13000	LDA-13000
RWY 32R:	TORA-10005	TODA-10005	ASDA-10005	LDA-10005

**ARRESTING GEAR/SYSTEM**

RWY 04R: EMAS 490' X 170'

RWY 22L: EMAS 303' X 170'

**AIRPORT REMARKS:** Special Air Traffic Rules—Part 93. Attended continuously. Birds on and in/ov arpt. Pyrotechnics and bird cannons in use for bird control. General aviation ramp and FBO located at the north east ramp vicinity of Rwy 27L approach. PAEW near various twys. Twr is authorized to conduct arrivals to Rwy 14L and Rwy 14R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and Rwy 22R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous opposite direction departures on Rwy 09R and Rwy 28 during IFR weather conditions. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and twys. Magnetic deviation possible immediately W of Twy M7 and Rwy 22L apch on Twy M. Taxi Into Position and Hold Waiver in effect after dark at the following intersections, Rwy 32L at Twy T-10 and Twy M, Rwy 28 at Twy ZY and Twy ZV, Rwy 14L at Twy U and Twy V, Rwy 32R at Twy V and Rwy 10 at Twy ZH. These twys will be used for departures only when exercising the provisions of this waiver. Rwy 04R, Rwy 04L and Rwy 22R touchdown and rollout rwy visual range avbl. Rwy 10, Rwy 28, Rwy 22L, Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 14L, Rwy 32R, Rwy 14R, and Rwy 32L touchdown, midfield and rollout rwy visual range avbl. Be Alert: That portion of Twy Y between Twy T and the United Airlines hangar is not visible from twr. Be Alert: Twy K-1 outbound or eastbound only, Twy K-2 inbound or westbound only and Twy SS northbound only exiting rwy,

**CONTINUED ON NEXT PAGE**

## CONTINUED FROM PRECEDING PAGE

Twy V westbound only between Twy WT and KK; Twy LL northbound only between Rwy 14L–32R and Twy MM. Be Alert: Waivered air traffic separation standards in effect for tfc ldg Rwy 14R and departing Rwy 28, whereby ldg tfc on Rwy 14R will be past the ldg thld as Rwy 28 departures pass through the intersection of the two rws. B747–400's, B777–300's or A340–600's cannot pass on Twys A and B insufficient wingtip clearance. Twy V rstd to acft less than 117' wingspan or wheelbase less than 30' (design group 4–5–6) between Twy KK and Twy LL. All part 91 and unscheduled parts 125, 133 and 135 charter operators etc Signature Flight Support at 773–686–7000 regarding new security regulations prior to dep. Arpt ngt time noise abatement procedures are in effect from 0400 to 1300Z; etc arpt manager 773–686–2255. Rwy 14R–32L possible low level turbulence on AER 14R. Primary run-up location ground run-up enclosure; secondary run-up locations avbl upon req contact city ops 773–686–2255. During periods of cold weather; the apch end of Rwy 32R may not be visible from the ATCT due to steam plume from arpt heating plant. Be Alert: Of duplicate alpha-numeric twy designators and terminal gate designations involving the letters G, H, K, L and M. Acft with wingspan greater than 214'; require 48 hrs PPR—call 773–686–2255. Periodic fire department training at N sector of arpt. Fee req. Deicing fluid not avbl to transient acft. Rotating bcn OTS indef. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices Section for Intersection Departures During Periods of Darkness. Intersecting Runway Operations, and Simultaneous Opposite Direction Operations.

**WEATHER DATA SOURCES:** ASOS (773) 462–0118. **HIWAS** 113.9 ORD. **LLWAS**. **TDWR**.

**COMMUNICATIONS:** **D-ATIS** 135.4 (773) 601–8921 **UNICOM** 122.95

Ⓡ **APP CON** 119.0 (360°–179°) 133.625 128.45 125.7 (180°–359°) 121.15 124.35

**O'HARE TOWER – CENTER** 120.75 126.9 127.925 132.7

**GND CON – CENTER** 121.9 121.75

**O'HARE TOWER – NORTH** 128.15

**GND CON – NORTH** 124.125

**CLNC DEL** 121.6

**PRE-TAXI CLNC** 121.6 119.25 **GND METERING** 121.675

Ⓡ **DEP CON** 125.0 (340°–159°) 125.4 (220°–339°) 126.625 (160°–219°)

**AIRSPACE: CLASS B:** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORD.

(L) **VORW/DME** 113.9 ORD Chan 86 N41°59.26' W87°54.29' at fld. 650/2E. **HIWAS**.

NOTE: See Special Notices Section.

VOR portion unusable: 140°–155° byd 15 NM; 100°–140° and 155°–060° byd 35 NM blo 2,500'.

**ILS** 110.75 I-IDN Rwy 32R. Class IA.

**ILS/DME** 110.5 I-JAV Chan 42 Rwy 09R. Class IB. Loc unusable byd 30° left of course and byd 30° right of course.

**ILS** 110.1 I-LQQ Rwy 22L. Class IB. OM OTS indef.

**ILS/DME** 111.1 I-TSL Chan 48 Rwy 28. Class IIIE.

**ILS/DME** 109.75 I-ORD Chan 34(Y) Rwy 14R. Class IIIE.

**ILS/DME** 111.1 I-MED Chan 48 Rwy 10. Class IIIE.

**ILS** 111.3 I-RXZ Rwy 22R. Class IC.

**ILS/DME** 108.95 I-RVG Chan 26(Y) Rwy 32L.

**ILS/DME** 110.5 I-IAC Chan 42 Rwy 27L. Class IIIE.

**ILS** 110.1 I-FJU Rwy 04R. Class IE.

**ILS/DME** 110.9 I-OHA Chan 46 Rwy 14L. Class IIIE.

**ILS** 111.3 I-HNA Rwy 04L. LOC only.

**ILS/DME** 111.75 I-SAJ Chan 54(Y) Rwy 09L. Class IIID

**ILS/DME** 111.75 I-ABU Chan 54(Y) Rwy 27R. Class IIIE. DME unusable byd 10° right of course.

**COMM/NAV/WEATHER REMARKS:** CLASS B frequency 133.5 for VFR acft req tfc advisories or to transition CLASS B South of O'Hare. CLASS B frequency 120.55 for VFR acft req tfc advisories or to transition CLASS B North of O'Hare. If unable to ctc Chicago App/Dep Control 133.1; call 312–686–0681 to obtain IFR CLNC.

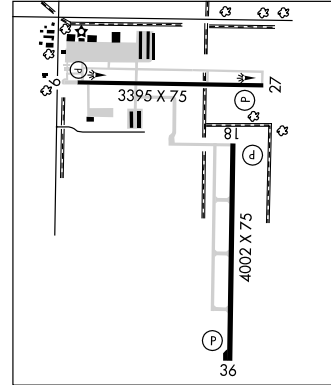
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**HELIPAD H1:** H200X100 (CONC) PERIMETER LIGHTS

**HELIPORT REMARKS:** H1 apch departure paths are E and W.

**LANSING MUNI** (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'  
 620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ  
**RWY 18-36:** H4002X75 (ASPH-PFC) S-24 MIRL  
**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.  
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.  
**RWY 09-27:** H3395X75 (ASPH-PFC) S-12.5 MIRL  
**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.  
**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.  
**AIRPORT REMARKS:** Attended 1300-0100Z±. Birds on and invof arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 119.275 (708) 895-9526. Visibility unreliable.  
**COMMUNICATIONS:** CTAF/UNICOM 122.7  
**CHICAGO HEIGHTS RCO** 122.1R 114.2T (KANKAKEE RADIO).  
 ® **CHICAGO APP/DEP CON** 118.4  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.  
**CHICAGO HEIGHTS (L) VORTAC** 114.2 CGT Chan 89 N41°30.60' W87°34.29' 050° 2.4 NM to fld. 630/2E.  
**ILS/DME** 109.15 I-XJX Chan 28(Y) Rwy 36. LOC only.

CHICAGO  
 L-28H, A  
 IAP



## CHICAGO/AURORA

**AURORA MUNI** (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'  
 712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR  
**RWY 09-27:** H6501X100 (CONC-GRVD) S-30, D-130, ST-165 HIRL  
**RWY 09:** MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Tree.  
**RWY 27:** REIL. VASI(V4L)—GA 3.0° TCH 42'.  
**RWY 15-33:** H5503X100 (CONC-GRVD) D-130, ST-165 HIRL  
**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 34'. Tree.  
**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.  
**RWY 18-36:** H3198X75 (ASPH) S-30 MIRL  
**RWY 18:** REIL. VASI(V4L)—GA 3.0° TCH 30'. Pole.  
**RWY 36:** REIL. VASI(V4L)—GA 3.0° TCH 34'. Tree.

CHICAGO  
 H-5E, L-28H, A  
 IAP, AD

### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

**AIRPORT REMARKS:** Attended Mon-Sat 1100-0600Z±, Sun 1300-0400Z±. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rws 15-33 and 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09; REIL Rws 18, 36, 15, 33 and 27, and twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS 125.85 (630) 466-4024. LAWRS.

**COMMUNICATIONS:** CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

**JOLIET RCO** 122.1R 112.3T (KANKAKEE RADIO)

**JOLIET RCO** 122.5 (KANKAKEE RADIO)

® **CHICAGO APP/DEP CON** 133.5 **CLNC DEL** 121.7 (When twr clsd)

**TOWER** 120.6 (1300-0300Z±) **GND CON** 121.7

**AIRSPACE:** CLASS D svc 1300-0300Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

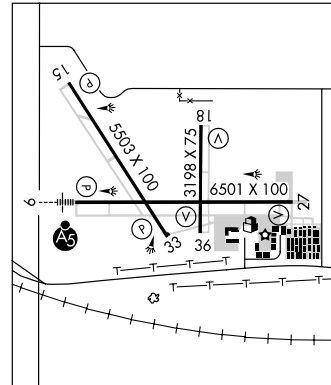
**DU PAGE (L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

**ILS** 108.9 I-ARR Rwy 09.

**ILS/DME** 115.15 I-ROF Chan 48(Y) Rwy 33.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



**CHICAGO EXECUTIVE** (See CHICAGO/PROSPECT HGTS/WHEELING)

**CHICAGO HEIGHTS** N41°30.60' W87°34.29' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 114.2 CGT Chan 89 050° 2.4 NM to Lansing Muni. 630/2E.

L-28H, A

DME unusable:

050°-070° byd 20 NM blo 4000'

150°-225° byd 20 NM blo 4000'

110°-145° byd 20 NM blo 4000'

225°-280° byd 20 NM blo 4000'

145°-150° byd 20 NM blo 4000'

RCO 122.1R 114.2T (KANKAKEE RADIO)

**CHICAGO/LAKE IN THE HILLS****LAKE IN THE HILLS** (3CK) 38 NW UTC-6(-5DT) N42°12.41' W88°19.38'

CHICAGO

888 B S4 FUEL 100LL, JET A TPA-1888(1000) NOTAM FILE IKK

COPTER

RWY 08-26: H3058X50 (ASPH) MIRL

L-28H, A

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Trees.

IAP

RWY 26: PAPI(P2R)—GA 3.0° TCH 20'. Pole.

**AIRPORT REMARKS:** Attended 1300Z†-dusk. Numerous deer invof Rwy

08-26. Numerous geese invof arpt. Acft with wingspan greater than 56' cannot use parallel twy. Acft with wingspan greater than

45.5' cannot use parallel twy E of Twy Bravo. ACTIVATE REIL Rwy 08. PAPI Rwy 08 and Rwy 26—122.75.

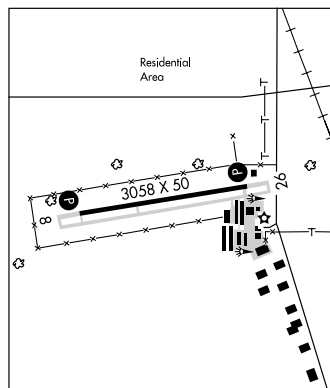
**COMMUNICATIONS:** CTAF/UNICOM 123.05

® CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 269° 16.6 NM to fld. 758/2W.

**COMM/NAV/WEATHER REMARKS:** For VFR wx advisory 5 clicks CTAF. Phone 815-444-1729. Wind speed and direction info broadcast on Unicom is inaccurate.**CHICAGO MEIGS** N41°51.52' W87°36.50'

CHICAGO

RCO 122.15 (KANKAKEE RADIO)

COPTER

L-28H, A

**CHICAGO/PROSPECT HEIGHTS/WHEELING****CHICAGO EXECUTIVE** (PWK) 18 NW UTC-6(-5DT) N42°06.85' W87°54.09'**CHICAGO**

647 B S4 FUEL 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE PWK COPTER

RWY 16-34: H5000X150 (ASPH-GRVD) S-72, D-98, ST-124 HIRL H-5E, L-28H, A

RWY 16: LDIN (NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 49'. Bldg.

IAP, AD

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 12-30: H4386X75 (ASPH-GRVD) S-18, D-28 HIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 289'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 43'. Thld displcd 433'. Road.

Rgt tfc.

RWY 06-24: H3660X50 (ASPH) S-20, D-30 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 33'. Thld displcd 354'. Pole.

RWY 24: Thld displcd 1251'. Tree. Rgt tfc.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 16	12-30	3623

**AIRPORT REMARKS:** Attended continuously. Migratory birds on and invof

arpt. Rwy 16 LDIN NSTD due to spacing. ACTIVATE HIRL Rwy 16-34, Rwy 06-24, Rwy 12-30, LDIN lights Rwy 16, REIL Rwy 16 and Rwy 34—CTAF. Twy Z closed indef. Noise abatement procedures: When holding at the Rwy 16 pad align acft at 315°; for Rwy 34 pad align acft at 190° while waiting tkf. While awaiting tkf in the Rwy 16-34 pads, tail acft toward center of arpt for noise abatement. TPA—For piston acft 1647(1000) and for jets 2147(1500). Noise sensitive neighbors N and S of arpt. US customs users fee. For customs clnc 2 hrs

minimum advance notice req Mon-Fri 1800-0200Z† and not later than 2200Z† Fri for weekend arrivals. Ctc customs at 800-323-7887 extension 333 or 708-537-1200 extension 333.

**WEATHER DATA SOURCES:** ASOS (847) 465-0291.**COMMUNICATIONS:** CTAF 119.9 ATIS 124.2 UNICOM 122.95

® CHICAGO APP/DEP CON 120.55 125.0

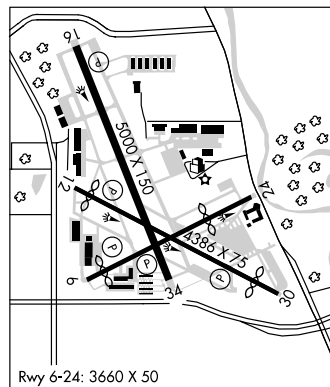
EXECUTIVE TOWER 119.9 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-0400Z†) GND CON 121.7

CLNC DEL 124.7 (By CHICAGO APP CON on 124.7 when twr is clsd.)

**AIRSPACE:** CLASS D svc Mon-Fri 1200-0400Z† Sat-Sun 1300-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 163° 6.8 NM to fld. 758/2W.

ILS 111.9 I-PWK Rwy 16.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

**CHICAGO/ROCKFORD INTL** (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'

CHICAGO

742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks  
NOTAM FILE RFD

H-5D, L-28H  
IAP, AD

RWY 07-25: H1000X150 (ASPH-CONC-GRVD) S-100, D-190, ST-175,

DT-360, TRT-550, DDT-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.  
0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.

RWY 01-19: H8200X150 (ASPH-GRVD) S-75, D-210, ST-175,

DT-390, TRT-590, DDT-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.

RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

Lower GA 3.0° TCH 50'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-8199 TODA-8199 ASDA-8199 LDA-8199

RWY 19: TORA-8199 TODA-8199 ASDA-8099 LDA-8099

**AIRPORT REMARKS:** Attended continuously. Birds and Deer on and invof

arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z. Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

**WEATHER DATA SOURCES:** ASOS (815) 399-0627.

**COMMUNICATIONS:** ATIS 127.6 UNICOM 122.95

ROCKFORD RCO 122.65 (KANKAKEE RADIO)

Ⓡ ROCKFORD APP/DEP CON 126.0 (West) 121.0 (East)

ROCKFORD TOWER 118.3 CLNC DEL 119.25 GND CON 121.9

TRSA svc ctc APP CON.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RFD.

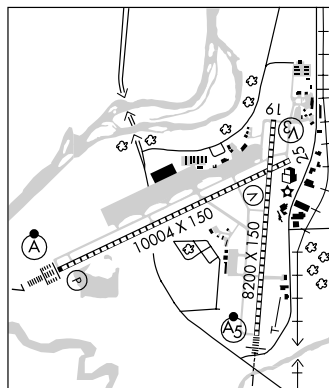
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.54' W89°11.96' 111° 4.9 NM to fld. 860/1E.

GILMY NDB (LOM) 275 RF N42°06.87' W89°05.92' 001° 4.9 NM to fld.

ILS/DME 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.

ILS 109.55 I-UDY Rwy 07. Class IIIIE.

ASR

**CHICAGO/ROMEOVILLE**

**LEWIS UNIVERSITY** (LOT) 20 SW UTC-6(-5DT) N41°36.44' W88°05.77'

CHICAGO

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

COPTER

RWY 09-27: H5696X75 (ASPH-PFC) MIRL

H-5E, L-28H, A

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

IAP

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld displcd 196'. Tree.

RWY 02-20: H5100X100 (CONC-GRVD) D-99 MIRL 0.3% up S

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

**AIRPORT REMARKS:** Attended 1300-0300Z. Twy A clsd indef. N parking ramp clsd to all multi engine acft. Birds on and invof arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (815) 588-4802.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).

Ⓡ CHICAGO APP/DEP CON 119.35

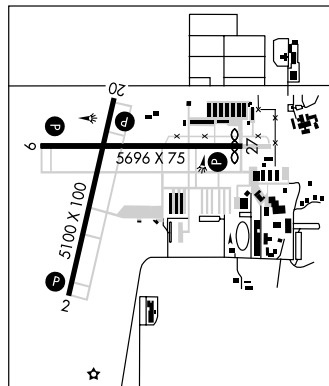
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.

ILS/DME 108.55 I-JQH Chan 22Y Rwy 02. LOC only.





**CHICAGO/SCHAUMBURG****SCHAUMBURG MUNI HELISTOP**

(4H1) 24 NW UTC-6(-5DT) N42°02.88' W88°03.15'

**CHICAGO  
COPTER**

730 NOTAM FILE IKK

**HELIPAD H1:** H25X25 (CONC)**HELIPAD H1:** LDIN. S-12.5

**HELIPORT REMARKS:** Unattended. Heliport CLOSED 0400Z†-SR. Heliport lgts ops SS-0400Z†. Ingress and egress routes are 100° and 240°-260°. Helipad H1 concrete pad has 25' ASPH area adjacent-all sides. 12' X 25' parking pad lctd 56' NW of landing pad.

**COMMUNICATIONS:** CTAF 122.9**SCHAUMBURG RGNL**

(Ø6C) 22 NW UTC-6(-5DT) N41°59.36' W88°06.08'

**CHICAGO  
COPTER  
L-28H, A**

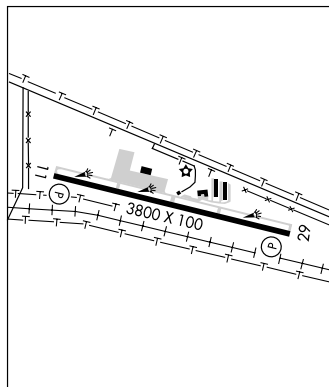
801 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1601(800) NOTAM FILE IKK

**RWY 11-29:** H3800X100 (CONC) S-12.5 D-12.5 MIRL**RWY 11:** REIL. PAPI(P2R)—GA 3.25° TCH 44'. Trees.**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

**AIRPORT REMARKS:** Attended May-Sep 1300-0200Z†, Oct-Apr 1300-0100Z†. 100LL self svc fuel avbl after hrs. Water fowl on and invof Rwy 11-29. Rwy 29 preferred rwy in calm and direct crosswinds. Dep acft fly rwy heading to 1400' MSL before starting crosswind turn. For noise abatement procedures contact arpt manager 847-985-4778. Banner towing prohibited within 2 NM radius of arpt. MIRL Rwy 11-29 preset on low ints; to increase ints and ACTIVATE Twy lgts and REILS Rwy 11 and Rwy 29—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORD.**CHICAGO-O HARE (L) VOR/DME 113.9** ORD Chan 86

N41°59.26' W87°54.29' 269° 8.8 NM to fld.

650/2E. **HIWAS.** See Special Notices—Chicago O'Hare VOR/DME.**CHICAGO/TINLEY PARK****TINLEY PARK HELISTOP**

(TF8) 20 SW UTC-6(-5DT) N41°33.55' W87°48.35'

**CHICAGO  
COPTER**

760 NOTAM FILE IKK

**HELIPAD H1:** H40X40 (ASPH)

**HELIPORT REMARKS:** Unattended. 32' unlighted p-lines 95' S; 40' bldg 120' NW; and 33' lgtd poles 293' W; 90' lgtd twr 250' NW of pad. Ingress/egress routes are 090° and 270°. Final apch and txf area measures 100' by 100'. 60' by 60' helo parking pad lctd 75' N of ldg pad.

**COMMUNICATIONS:** CTAF 122.9

**CHICAGO/WAUKEGAN**

**WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'

CHICAGO

727 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A  
RWY 05-23: H6000X150 (ASPH-PFC) S-95, D-120, ST-152, DT-200 HIRL IAP, AD

RWY 05: VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.

RWY 14-32: H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW

RWY 14: VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.

RWY 32: Tree.

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgtS—CTAF. A110-02

ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

**WEATHER DATA SOURCES:** ASOS (847) 782-0876.

**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55

TOWER 120.05 (1200-0200Z) GND CON 121.65

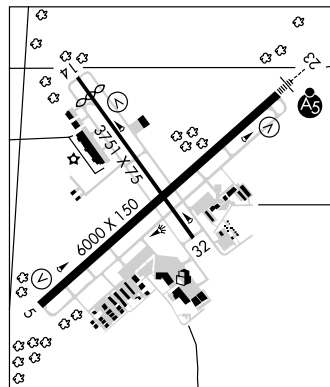
**AIRSPACE:** CLASS D svc 1200-0200Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**NORTHBROOK (H) VOR/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.

**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.

ILS 110.7 I-UGN Rwy 23. LOM WAUKE NDB. LOC only.

**CHICAGO (WEST CHICAGO)**

**DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'

CHICAGO

759 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA

COPTER

RWY 02L-20R: H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL

RWY 02L: MALSR. TDZL.

RWY 20R: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 02R-20L: H5101X100 (CONC-GRVD) S-30, D-45 MIRL

RWY 02R: Bldg. Rgt tfc.

RWY 10-28: H4750X75 (ASPH-PFC) S-30, D-45 HIRL

RWY 10: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.

RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 43'. Thld dsplcd 749'. Tree.

RWY 15-33: H3399X100 (ASPH) S-30, D-45, DT-100 MIRL

RWY 15: REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.

RWY 33: REIL. Thld dsplcd 190'. Tree.

**AIRPORT REMARKS:** Attended continuously. Deer, birds and migratory

waterfowl on and invof arpt. Acft on short final to Rwy 15 are not

visible from tower due to trees. Rwy 28 VASI OTS indef. U.S.

Customs user fee arpt.

**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRS.

**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5

TOWER 120.9 124.5 GND CON 121.8 CLNC DEL 119.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

(L) **VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable:

110°-139°

140°-150° byd 7 NM blo 7500'

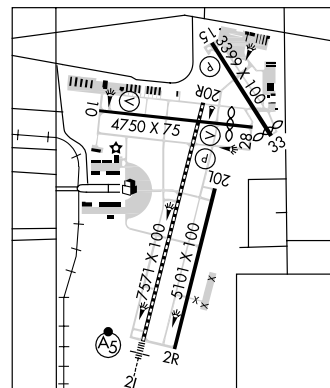
207°-221° byd 16 NM

222°-239°

ILS 111.7 I-GVK Rwy 02L.

ILS 109.5 I-DPA Rwy 10.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.



**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.

NDB (MHW) 263 CVM at St Louis Rgnl.

ST LOUIS

A

**COLES CO MEML** (See MATTOON-CHARLESTON)

## COLUMBIA

**SACKMAN FLD** (H49) 2 NW UTC-6(-5DT) N38°27.14' W90°14.16'

ST LOUIS

420 NOTAM FILE STL

**RWY 03-21:** 2450X150 (TURF) LIRL (NSTD)

**RWY 03:** P-line. **RWY 21:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. P-line marked with orange balls. Rwy 03-21 NSTD LIRL due to uneven spacing and non-frangible mounts. For Rwy lghts key 122.9 3 clicks. Lghts go off after 15 min.

**COMMUNICATIONS:** CTAF 122.9

## COMPTON

**BRESSON** (C82) 4 N UTC-6(-5DT) N41°45.75' W89°06.09'

CHICAGO

769 S4 TPA-1569(800) NOTAM FILE IKK

**RWY 18-36:** 2590X184 (TURF) LIRL (NSTD)

**RWY 18:** Thld dsplcd 292'. Dike. **RWY 36:** Thld dsplcd 320'. Road.

**AIRPORT REMARKS:** Attended 1400Z-dusk. Arpt clsd winter months when snow covered except for ski equipped acct. For NSTD LIRL Rwy 18-36 call 815-628-7111/7431. Rwy 18 and Rwy 36 dsplcd thld marked with tires. Rwy 18-36 NSTD LIRL due to non-frangible mountings; spacing and ints.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**COTTONWOOD** (See ROCKFORD)

**CUSHING FLD LTD** (See NEWARK)

**DACY** (See HARVARD)

**DANVILLE** N40°17.63' W87°33.43' NOTAM FILE DNV.

CHICAGO

(L) VORTAC 111.0 DNV Chan 47 195° 5.9 NM to Vermilion Rgnl. 700/2E.

H-5E, 4H, L-27D

RC0 122.1R 111.0T (ST LOUIS RADIO)

## DANVILLE

**VERMILION RGNL** (DNV) 4 NE UTC-6(-5DT) N40°11.98' W87°35.73'

CHICAGO

697 B S4 FUEL 100LL, JET A NOTAM FILE DNV

H-5E, L-27D

**RWY 03-21:** H6002X100 (ASPH-PFC) S-50, D-75, ST-95 HIRL 0.8% up NE

IAP

**RWY 03:** VASI(V4L)—GA 3.0° TCH 41'. Tree.

**RWY 21:** MALSR. PAPI(P4L).

**RWY 16-34:** H3999X100 (ASPH-GRVD) S-40, D-50 MIRL  
0.6% up N

**RWY 16:** REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

**RWY 34:** REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

**AIRPORT REMARKS:** Attended 1300-0400Z. HIRL Rwy 03-21 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 21, MIRL Rwy 16-34, VASI Rwy 03, Rwy 16 and Rwy 34, PAPI Rwy 21, REIL Rwys 16 and 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (217) 442-4660.

**COMMUNICATIONS:** CTAF/UNICOM 122.7.

DANVILLE RC0 122.1R 111.0T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z)

CHICAGO CENTER APP/DEP CON 135.75 (0500-1200Z)

CHAMPAIGN CLNC DEL 121.7

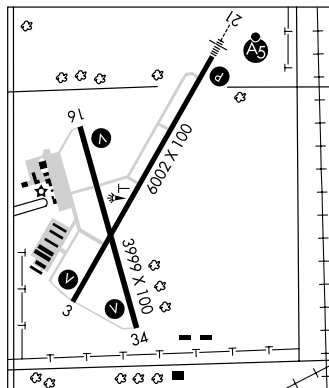
**AIRSPACE:** CLASS E svc 1200-1800Z and 0200-0400Z other times  
CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DNV.

DANVILLE (L) VORTAC 111.0 DNV Chan 47 N40°17.63' W87°33.43' 195° 5.9 NM to fld. 700/2E.

JULIP NDB (LOM) 332 DN N40°17.37' W87°31.78' 209° 6.2 NM to fld.

ILS 108.5 I-DNV Rwy 21. LOM JULIP NDB. Unmonitored.



**DECATUR** (DEC) 4 E UTC-6(-5DT) N39°50.02' W88°51.94'**ST LOUIS**

682 B FUEL 100LL, JET A OX 2, 4 Class II, ARFF Index A NOTAM FILE DEC

H-5E, L-27C

RWY 06-24: H8496X150 (ASPH-CONC-GRVD) S-75, D-200, ST-175, DT-245 HIRL

IAP, AD

RWY 06: MALSR. Road.

RWY 24: VASI(V4L)—GA 3.0° TCH 41'.

RWY 12-30: H6799X150 (ASPH-CONC-GRVD) S-75, D-200, ST-175, DT-245 MIRL

RWY 12: Tree. RWY 30: PAPI(P4L).

RWY 18-36: H5299X150 (ASPH-GRVD) S-75, D-115, ST-146, DT-180 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 41'.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 42'. Pole.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	4800
RWY 12	06-24	4450
RWY 18	06-24	4450
RWY 24	12-30	3000
RWY 24	18-36	8000
RWY 30	18-36	5050
RWY 36	12-30	4800

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 12:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 18:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299
RWY 24:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 30:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 36:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299

**AIRPORT REMARKS:** Attended Mon-Fri continuously, Sat-Sun

1300-0330Z†. Birds; deer and other wildlife on and in/ovt arpt.

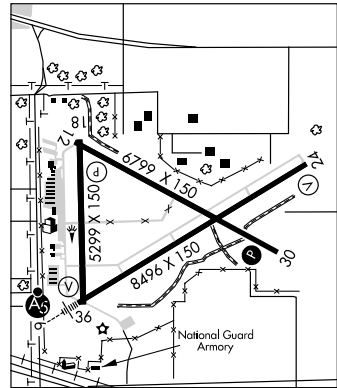
Snow removal ops in progress winter months; vehicle opr will be monitoring CTAF; acft ldg/dep use CTAF when twr clsd. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 217-428-2423 or 217-428-8836. PPR for AARF index B call arpt manager. Rwy 12 and Rwy 18 apch ends are closely aligned. Rwy 06 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. N ramp from Hangar B to Hangar G closed to acft over 12,500 lbs. Glider ops by written approval only; contact arpt manager 217-428-2423. Glider ops allowed on Rws 06 and 30 only. No sod ops. Rwy 06 touchdown runway visual range avbl. When twr clsd HIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; PAPI Rwy 30, twy lgt and MALSR Rwy 06—CTAF. When the twr is clsd, be alert for intermittent vehicular t/c in arpt ops areas. For U.S. Customs call 217-425-4803. U.S. Customs user fee arpt.

**WEATHER DATA SOURCES:** ASOS (217) 429-0052. **HIWAS** 117.2 DEC.**COMMUNICATIONS:** CTAF 118.9 ATIS 126.35 **UNICOM** 122.95

RCO 122.3 122.1R 117.2T (ST LOUIS RADIO)

① **CHAMPAIGN APP/DEP CON** 132.85 (1200-0500Z†)**CHICAGO CENTER APP/DEP CON** 121.35 (0500-1200Z†)**TOWER** 118.9 (1200-0400Z†) **GND CON** 121.75**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.(H) **VORTAC** 117.2 DEC Chan 119 N39°44.25' W88°51.38' 353° 5.8 NM to fld. 700/3E. **HIWAS**.**ELWIN NDB (LOM)** 275 DE N39°47.43' W88°57.23' 058° 4.9 NM to fld.**ILS/DME** 110.9 I-DEC Chan 46 Rwy 06. Class 1E. LOM **ELWIN NDB**. Unmonitored when twr clsd.

LOC BC unusable byd 15 NM.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

**DE KALB TAYLOR MUNI** (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

CHICAGO

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

H-5E, L-28H

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

IAP

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 21'. Tree.

**AIRPORT REMARKS:** Attended Nov-Mar 1330-2300Z†, Apr-Oct 1330-0000Z†. Twy C clsd between Twys B and C3. Twy A clsd indef. Rwy 09 REIL OTS indef. Rwy 09 VASI OTS indef. Rwy 27 REIL OTS indef. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

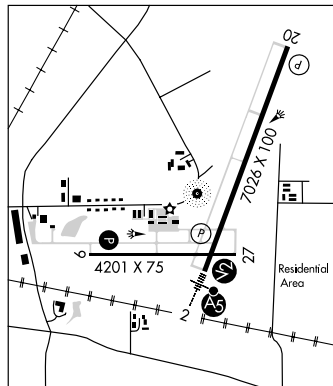
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at fld. NOTAM FILE DKB.

ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

**COMM/NAV/WEATHER REMARKS:** GCO OTS indef.**DIXON MUNI-CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

CHICAGO

785 B S4 FUEL 100LL, JET A TPA-1585(800) NOTAM FILE IKK

L-28H

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

IAP

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack. RWY 30: Railroad.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

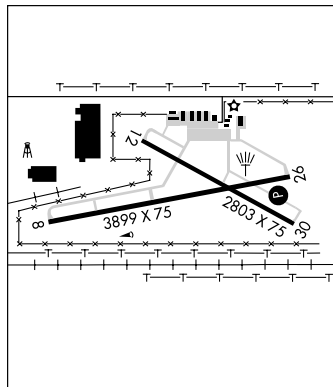
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

® ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

**DUPAGE** (See CHICAGO/WEST CHICAGO)

**DWIGHT** (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'

**CHICAGO**

632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK

L-27C

RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W

IAP

RWY 27: Thld dsplcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z, Sun 1600-2100Z. For NSTD LIRL Rwy 09-27 after 0400Z call 815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27 NSTD LIRL; not FAA approved L-800 series. Spacing and ints of lgts vary. Rwy 09-27 21' asph strip centered on 100' turf rwy. Rwy 09-27 NSTD markings due to narrow width.

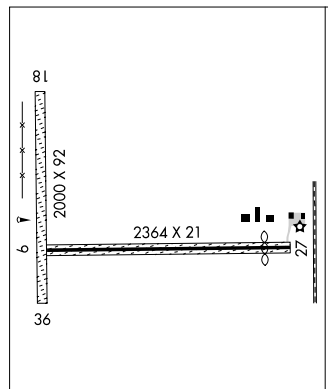
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **CHICAGO CENTER APP/DEP CON** 123.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**PONTIAC (L) VOR/DME** 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 032° 23 NM to fld. 679/3E. **HIWAS.**



**EARLVILLE** (C94) 2 SW UTC-6(-5DT) N41°33.99' W88°56.88'

**CHICAGO**

690 TPA-1490(800) NOTAM FILE IKK

RWY 04-22: 3400X100 (TURF) LIRL (NSTD)

RWY 04: Thld dsplcd 400'. P-line.

RWY 22: Thld dsplcd 160'.

**AIRPORT REMARKS:** Attended irregularly. Extensive crop dusting activity during summer months. Rwy lgts opr phone req, call 815-246-9870. Rwy 04-22 NSTD LIRL; lgts on SE side of rwy only. Rwy 04 dsplcd thld marked with painted wood markers. Rwy 04 P-line marked with orange balls. Rwy 22 dsplcd thld marked with painted wood markers.

**COMMUNICATIONS:** CTAF 122.9

**EDGAR CO** (See PARIS)

**EFFINGHAM CO MEM** (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

**ST LOUIS**

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

H-5E, L-27C

RWY 11-29: H5100X75(CONC) MIRL

IAP

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(PSIL)-GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(PSIL)-GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z. MIRL Rwy 11-29 preset low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL Rwy 29 and VASI Rws 01 and 19-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (217) 536-5976.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**BIBLE GROVE RCO** 122.05R 109.0T (ST LOUIS RADIO)

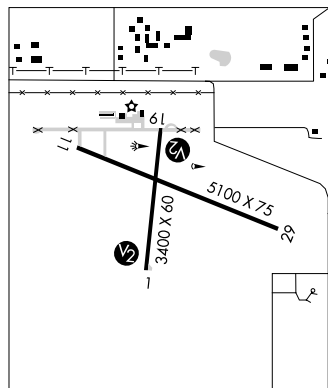
**KANSAS CITY CENTER APP/DEP CON** 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**BIBLE GROVE (L) VORTAC** 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

**ILS/DME** 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



**EGROW** N40°33.62' W88°52.48' NOTAM FILE BMI.

**NDB (LOM)** 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd. SHUTDOWN.

**ELWIN** N39°47.43' W88°57.23' NOTAM FILE DEC.

**ST LOUIS**

**NDB (LOM)** 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

**EMPRESS RIVER CASINO HELIPORT** (See JOLIET)**ERIE AIR PARK ULTRALIGHT** (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'

CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

**AIRPORT REMARKS:** Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.**COMMUNICATIONS:** CTAF 122.9**ERMIN** N41°43.14' W87°50.18' NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 332 HK 044° 5.5 NM to Chicago Midway Intl.

A

**FAIRFIELD MUNI** (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'

ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

L-27C

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W

IAP

RWY 09: REIL. PVASI(P SIL)—GA 3.0° TCH 25'. Tree.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 25'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400-2200Z+. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.**WEATHER DATA SOURCES:** AWOS-3 119.425 (618) 847-4709.**COMMUNICATIONS:** CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

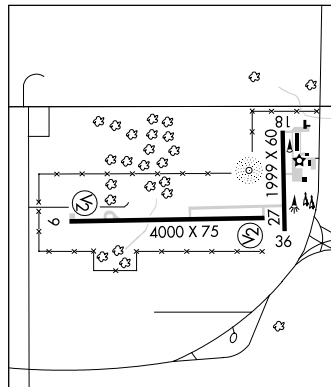
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.

**FLORA MUNI** (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'

ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA

H-SE, L-27C

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL

IAP

RWY 03: PVASI(P SIL)—GA 3.0° TCH 26'. Tree.

RWY 21: REIL. VASI(V2L)—GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dsplcd 204'. Tree. RWY 33: Thld dsplcd 174'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2230Z+. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dsplcd thld marked with white rock and is day use only.

MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03; VASI Rwy 21 and twy lgts—CTAF. PVASI Rwy 03 OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 120.175 (618) 662-8355.**COMMUNICATIONS:** CTAF/UNICOM 122.7

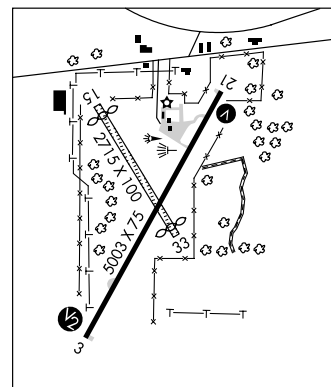
KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.

**FOSTER FLD** (See APPLE RIVER)**FRASCA FLD** (See Urbana)

**FREEPORT****ALBERTUS** (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'**CHICAGO**859 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FEP

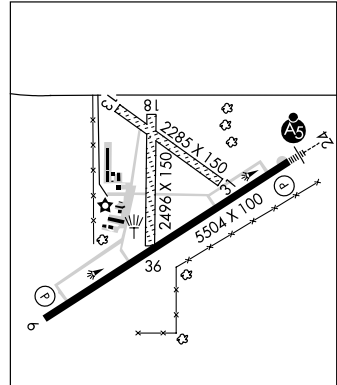
H-5D, L-286

**RWY 06-24:** H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW**IAP****RWY 06:** REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.**RWY 24:** MALSR. PAPI(P4L). GA 3.0° TCH 40'.**RWY 18-36:** 2496X150 (TURF)**RWY 18:** Road. **RWY 36:** Tree.**RWY 13-31:** 2285X150 (TURF)**RWY 13:** Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z±, Sat 1400-2300Z±. Ultralight and glider activity on and invof arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18-36 thlds marked with in-ground conc markers. Rwy 13-31 thlds marked with in-ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 and twy lghts preset on low ints SS-SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.525 (815) 233-4472.**COMMUNICATIONS:** CTAF/UNICOM 122.8④ **ROCKFORD APP/DEP CON** 126.0 **CLNC DEL** 121.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE FEP.**JANESVILLE (L) VOR/DME** 114.3 **JVL** Chan 90 N42°33.48'

W89°06.32' 226° 28.3 NM to fld. 931/3E.

**HIWAS.****ILS/DME** 108.3 **I-PJE** Chan 20 Rwy 24.**FREEPORT/DORNINK** (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'**CHICAGO**

949 TPA-1749(800) NOTAM FILE IKK

**RWY 18-36:** 2600X100 (TURF)**RWY 36:** Thld dsplcd 360°. Road.

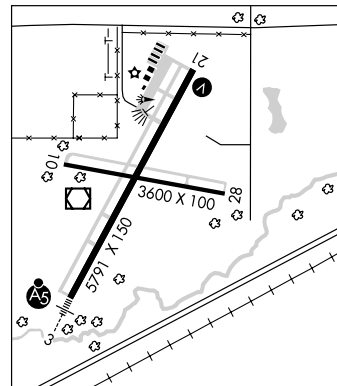
**AIRPORT REMARKS:** Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**GALESBURG MUNI** (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'**CHICAGO**764 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE GBG

H-5D, L-278

**RWY 03-21:** H5791X150 (ASPH-PFC) S-47, D-57, DT-85 HIRL**IAP****RWY 03:** MALSR.**RWY 21:** REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.**RWY 10-28:** H3600X100 (ASPH) S-30, D-40 MIRL**RWY 10:** Tree **RWY 28:** Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0230Z±, Sat-Sun 1300-0100Z±. Self serve 100LL avbl 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 109.8 GBG (309) 343-3711.**COMMUNICATIONS:** CTAF/UNICOM 123.0**RCD** 122.1R 109.8T (KANKAKEE RADIO)④ **QUAD CITY APP/DEP CON** 118.2 (1130-0430Z±) **CLNC DEL** 120.7④ **CHICAGO CENTER APP/DEP CON** 135.6 (0430-1130Z±)**AIRSPACE:** CLASS E svc 1300-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.(T) **VOR/DME** 109.8 **GBG** Chan 35 N40°56.24'W90°26.07' at fld. 760/3E. **AWOS-3.****ILS** 110.7 **I-GBG** Rwy 03.**GALT FLD** (See GREENWOOD/WONDER LAKE)**GEN-AIR PARK** (See GENESEO)



**GENESEO****GEN-AIRPARK** (3G8) 2 SE UTC-6(-5DT) N41°26.39' W90°06.60'

CHICAGO

645 TPA-1445 (800) NOTAM FILE IKK

**RWY 09-27:** 2568X120 (TURF) LIRL (NSTD)**RWY 09:** Thld dspld 240'. Road. **RWY 27:** Thld dsplcd 300'. Road.**AIRPORT REMARKS:** Attended irregularly. Parachute activity on and invof arpt. Rwy 09-27 dsplcd thld marked with a 10' strip of gravel outward from both sides of rwy. Rwy 09-27 NSTD LIRL; NSTD spacing and ints.**COMMUNICATIONS:** CTAF 122.9**GILMY** N42°06.87' W89°05.92' NOTAM FILE RFD.

CHICAGO

**NDB (LOM)** 275 RF 001° 4.9 NM to Chicago/Rockford Intl.**GOOEY** N38°28.68' W89°44.27' NOTAM FILE BLV.

ST LOUIS

**NDB (LOM)** 385 JD 309° 6.1 NM to Scott AFB/MidAmerica. No NOTAM MP Tue 1200-1600Z†.**GRANDPAS' FARM MENDOTA** (See MENDOTA)**GRAYSLAKE****CAMPBELL** (C81) 2 SW UTC-6(-5DT) N42°19.48' W88°04.45'

CHICAGO

788 B S4 **FUEL** 100LL TPA-1588(800) NOTAM FILE IKK

COPTER

**RWY 06-24:** 3573X40 (ASPH-TURF)

L-28H, A

**RWY 06:** Trees. **RWY 24:** Thld dsplcd 301'. Tree.

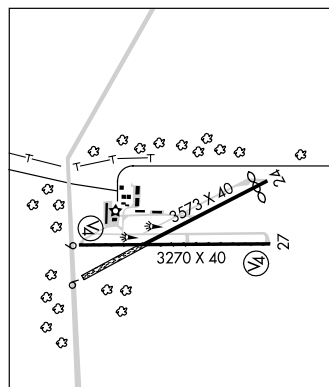
IAP

**RWY 09-27:** H3270X40 (ASPH) LIRL (NSTD) 0.3% up E**RWY 09:** TRCV(TRIL)—GA 4.0°. Trees.**RWY 27:** TRCV(TRIL)—GA 4.0°. Tree.**AIRPORT REMARKS:** Attended Mon-Fri 1330-2300Z†, Sat-Sun

1330-0000Z†. Be alert: model acft flying ½ mile SE of Rwy 27 thld. No touch and go ldg permitted. Unlgt'd power lines 167' AGL ¾ mile S of Rwy 09-27. Rwy 06-24 pavement has several areas of loose debris, cracks and depressions. Rwy 09-27 parallel twy poor, loose debris, cracks and depressions. Rwy edges drop off in excess of 2 inches. Rwy 24 NSTD dsplcd thld white stripe marking only. Rwy 06-24 SW 1000' portion turf-grvl. Rwy 09-27 NSTD LIRL; spacing and lgt ints varies.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VORW/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 321° 8.2 NM to fld. 758/2W.**GREATER BEARDSTOWN** (See BEARDSTOWN)**GREATER KANKAKEE** (See KANKAKEE)**GREATER PEORIA RGNL** (See PEORIA)

**GREENVILLE** (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

ST LOUIS

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

L-27C

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

IAP

RWY 18: REIL. PVASI(PSIL)—GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree Rwy 27: Thld dsplcd 600'. Tree.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-2300Z†, Apr-Sep 1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 dsplcd thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

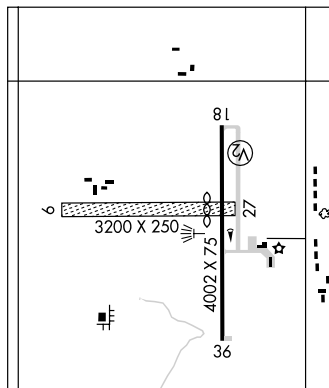
KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

**COMM/NAV/WEATHER REMARKS:** Automated UNICOM. 618-664-1939.



## GREENWOOD/WONDER LAKE

**GALT FLD** (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

CHICAGO

875 B S4 FUEL 100LL OX 3, 4 TPA-1675(800) NOTAM FILE IKK

COPTER

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

L-28H, A

RWY 09: Tree. Rwy 27: Tree.

IAP

RWY 18-36: 2141X125 (TURF) 0.6% up N

Rwy 18: Thld dsplcd 200'. Tree.

Rwy 36: Thld dsplcd 270'. Pole.

**AIRPORT REMARKS:** Attended May-Sep 1300-0200Z†, Oct-Apr 1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and invof arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 dsplcd thlds marked with A-frames painted black and yellow.

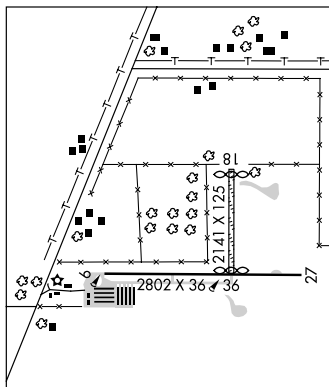
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CHICAGO APP/DEP CON 120.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 302° 21.8 NM to fld. 758/2W.



**HARRISBURG****HARRISBURG—RALEIGH** (HSB) 4 N UTC−6(−5DT) N37°48.68' W88°33.02'

ST LOUIS

398 B S2 FUEL 100LL, JET A TPA—1198(800) NOTAM FILE HSB

H−5E, L−16I

RWY 06−24: H5013X75 (ASPH) S−12 MIRL

IAP

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 35'. Tree.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 35'. Tree.

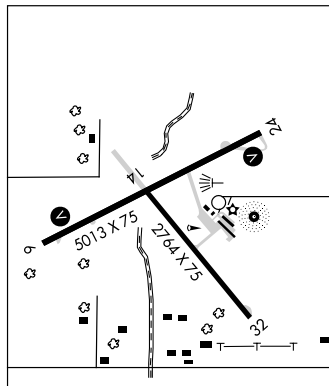
RWY 14−32: H2764X75 (ASPH) S−26 MIRL

RWY 14: Pole. RWY 32: Pole.

**AIRPORT REMARKS:** Attended 1400−2300Z†. For fuel after hrs call arpt manager at 618−926−0640 (cell) or 618−937−3674. Ultralight activity on and in/ov arpt. MIRL Rwy 06−24 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 14−32, VASI Rwy 06 and Rwy 24, and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS−3 135.925 (618) 253−3010.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.**POCKET CITY (H) VORTACW** 113.3 PXV Chan 80 N37°55.70'W87°45.74' 257° 38.1 NM to fld. 384/3E. **HIWAS.****NDB (MHW)** 230 HSB N37°48.70' W88°32.72' at fld. NOTAM FILE HSB.**HARTENBOWER HECTARES** (See LOSTANT)**HARVARD****DACY** (ØCØ) 1 SW UTC−6(−5DT) N42°24.15' W88°37.94'

CHICAGO

913 S4 FUEL 100LL TPA—1513(600) NOTAM FILE IKK

RWY 09−27: 3589X105 (TURF)

RWY 09: Thld dsplcd 300'. Tree. RWY 27: Tree.

RWY 14−32: 2633X100 (TURF)

RWY 14: Thld dsplcd 681'. Tree.

RWY 18−36: 2577X120 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 305'. Road.

**AIRPORT REMARKS:** Attended 1400−0400Z†. Rwy 18−36 NSTD LIRL; NSTD spacing and non−frangible. Rwy 18−36 2,272' lighted. Rwy 09 dsplcd thld marked with white tires. Rwy 14 dsplcd thld marked with white tires. Rwy 18 dsplcd thld marked with white tires and orange and white barrels.

**COMMUNICATIONS:** CTAF 122.9**HAVANA RGNL** (9IØ) 5 SE UTC−6(−5DT) N40°13.27' W90°01.37'

CHICAGO

499 B TPA—1499(1000) NOTAM FILE IKK

RWY 09−27: 2235X100 (TURF) LIRL

**AIRPORT REMARKS:** Attended irregularly. 9' crops E of Rwy 27 thld—seasonal.**COMMUNICATIONS:** CTAF 122.9**HIGHLAND—WINET** (HØ7) 3 NE UTC−6(−5DT) N38°46.76' W89°38.43'

ST LOUIS

537 TPA—1337(800) NOTAM FILE STL

RWY 18−36: 2692X200 (TURF)

RWY 36: Thld dsplcd 354'. Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Extensive glider ops along W side of rwy; gliders fly opposite pattern to powered acft. Rwy 36 dsplcd thld marked with white tires; also both sides of rwy marked with white tires. To assure firm turf; do not taxi S of above ground fuel tank.

**COMMUNICATIONS:** CTAF 122.9

**HILLSBORO MUNI** (3K4) 2 SE UTC-6(-5DT) N39°08.67' W89°27.42'

ST LOUIS

637 TPA-1437(800) NOTAM FILE STL

RWY 18-36: 4150X200 (TURF) LIRL (NSTD)

RWY 18: P-line.

RWY 36: Thld dsplcd 1050'. Tree.

**AIRPORT REMARKS:** Unattended. Minimum security prison ¾ mile SW of arpt, maintain TPA on left downwind and base leg of Rwy 36. Rwy 18-36 soft when wet, use center portion. Rwy 18-36 S 1050' rough. This area is not lighted and is marked by dsplcd thld, which consists of white rock and 3 red thld lights on each side of rwy. N end of rwy also marked with white rock and three red thld lights on both sides of rwy. For NSTD LIRL Rwy 18-36 call 217-532-2173. Rwy 18-36 NSTD LIRL due to spacing. Rwy 18 obstruction marked with orange balls. NOTE: See Special Notices—Model Rocket Activity.

**COMMUNICATIONS:** CTAF 122.9

**HINCKLEY** (ØC2) 3 W UTC-6(-5DT) N41°46.25' W88°42.21'

CHICAGO

760 TPA-1560(800) NOTAM FILE IKK

RWY 09-27: 2640X100 (TURF)

**AIRPORT REMARKS:** Attended irregularly. Parachute Jumping. Extensive parachute jumping and glider ops conducted surface-14,500'. Rwy 09-27 not plowed; use at own risk. Arpt may be unusable under very wet conditions.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Multicom 123.3.—Glider school freq.

**HOMER** N40°01.59' W87°57.19' NOTAM FILE STL.

CHICAGO

NDB (MHW) 281 HMJ 302° 13.4 NM to Frasca fld. VFR only. OTS indef.

**HUSKK** N39°46.39' W89°45.59' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 382 SP 043° 5.7 NM to Abraham Lincoln Capital.

L-27C

**ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (See PERU)

**INGERSOLL** (See CANTON)

**JACKSONVILLE MUNI** (IJX) 3 N UTC-6(-5DT) N39°46.48' W90°14.30'

ST LOUIS

624 B S4 FUEL 100LL, JET A TPA-1424(800) NOTAM FILE IJX

H-5D, L-27B

RWY 13-31: H5000X75 (ASPH) S-22, D-28 MIRL

IAP

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 36'. Pole.

RWY 31: REIL. Trees.

RWY 04-22: H4001X75 (ASPH) MIRL

RWY 04: Trees. RWY 22: Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. CAUTION: Deer on and invof arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 04-22 and REIL Rwy 13 and Rwy 31 and twy lgts—CTAF. Southeast twy lgts OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 108.6 IJX (217) 243-6379.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ SPRINGFIELD APP/DEP CON 118.45 118.6 (1200-0400Z±)

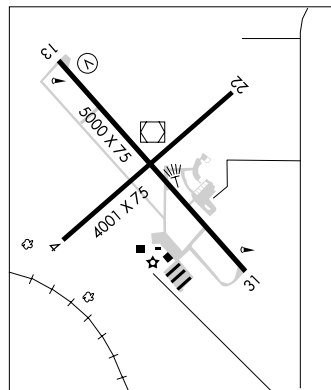
CLNC DEL 118.45

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IJX.

(T) VOR/DME 108.6 IJX Chan 23 N39°46.59'

W90°14.32' at fld. 615/2E. AWOS-3.



**JOLIET** N41°32.78' W88°19.10' NOTAM FILE IKK.

CHICAGO

(H) VORTAC 112.3 JOT Chan 70 103°6.7 NM to Joliet Rgnl. 592/2E.

H-5E, L-28H, A

DME unusable byd 35 NM blo 2800'.

RCD 122.1R 112.3T (KANKAKEE RADIO)

RCD 122.5 (KANKAKEE RADIO)

**JOLIET****EMPRESS RIVER CASINO HELIPORT** (IØ1) 5 SW UTC-6(-5DT) N41°28.82' W88°08.64'

CHICAGO

550 NOTAM FILE IKK

**HELIPAD H1:** H100X125 (ASPH) FLOOD LGTS**HELIPORT REMARKS:** Attended continuously. Optional ingress/egress routes are 160°-340°. Asph helicopter parking area is west of helipad.**COMMUNICATIONS** CTAF/UNICOM 123.05**JOLIET RGNL** (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

CHICAGO

582 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE JOT

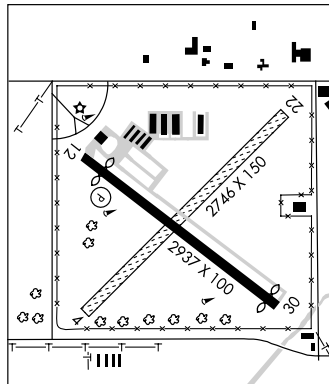
L-28H, A

**RWY 12-30:** H2937X100 (ASPH) S-8 MIRL

IAP

**RWY 12:** REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dspcd 220'. Canopy.**RWY 30:** Thld dspcd 80'. Tree.**RWY 04-22:** 2746X150 (TURF)**RWY 04:** Pole. **RWY 22:** Tree.**AIRPORT REMARKS:** Attended Apr-Oct 1300Z±-0300Z±, Nov-Mar 1300-0100Z±. PAEW adjacent to AER 12 indef. MIRL Rwy 12-30 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.**WEATHER DATA SOURCES:** AWOS-3 119.975 (815) 730-9560.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RCO 122.1R 112.3T** (KANKAKEE RADIO)**RCO 122.5** (KANKAKEE RADIO)® **CHICAGO APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**(H) VORTAC 112.3** JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.

**JONNY** N37°50.35' W88°58.25' NOTAM FILE MWA.

ST LOUIS

**NDB (LOM) 382** MW 200° 5.4 NM to Williamson Co Rgnl.**JULIP** N40°17.37' W87°31.78' NOTAM FILE DNV.**NDB (LOM) 332** DN 209° 6.2 NM to Vermilion Rgnl.**KANKAKEE** N41°04.47' W87°50.99' NOTAM FILE IKK.

CHICAGO

**(L) VOR/DME 111.6** IKK Chan 53 at Greater Kankakee. 625/OE. **AWOS-3.**

L-27C

**RCO 122.2 122.1R 111.6T** (KANKAKEE RADIO)

**KANKAKEE****GREATER KANKAKEE** (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'CHICAGO  
H-5E, L-27C  
IAP

630 B S4 FUEL 100LL TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALS(R) PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

**AIRPORT REMARKS:** Attended Apr-Oct 1300-0300Z†, Nov-Mar 1300-0100Z†. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and inof. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALS(R) Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 111.6 IKK (815) 939-4044.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANKAKEE FSS (IKK) on arpt.

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 132.5

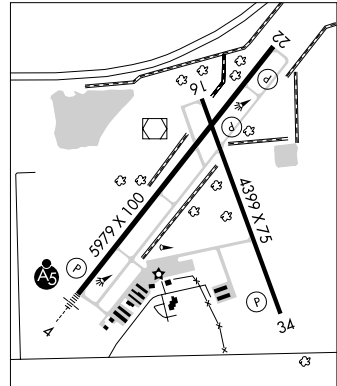
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18' W87°47.46' 190° 12.2 NM to fld. 690/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47' W87°50.99' at fld. 625/OE. AWOS-3.

LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB. LOC unusable byd 20° right of course.

**KANKAKEE** (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

**AIRPORT REMARKS:** Attended 1300-0100Z†. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**KEDZI** N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

**KEWANEE MUNI** (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

L-27C

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

IAP

RWY 09: PVASI(PSIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(PSIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0000Z†, Sat-Sun 1400-2300Z†. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†)

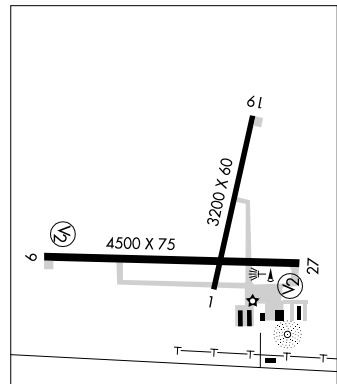
Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58' W89°35.27' 279° 17.3 NM to fld. 810/OE.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

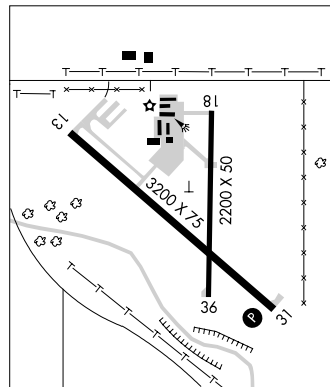
Unmonitored. NDB OTS indef.



**LACON**

**MARSHALL CO** (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'  
 568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75  
 RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE  
 RWY 13: REIL. Tree.  
 RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Hill. Rgt tfc.  
 RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N  
 RWY 18: Road. RWY 36: Bldg.  
**AIRPORT REMARKS:** Attended 1400Z±-dusk. Rwy 31 PAPI OTS indef.  
 ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 119.425 (309) 246-3089.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)  
 (R) CHICAGO CENTER APP/DEP CON 124.55  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.  
 BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'  
 W89°35.27' 133° 12.4 NM to fld. 810/0E.

**CHICAGO**  
 L-27C  
 IAP

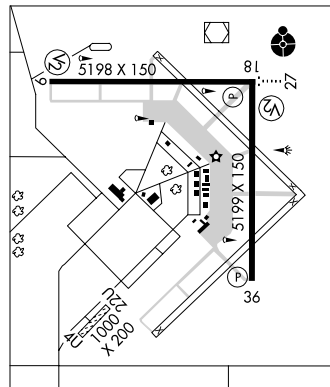


**LAKE IN THE HILLS** (See CHICAGO/LAKE IN THE HILLS)

**LANSING MUNI** (See CHICAGO)

**LAWRENCEVILLE-VINCENNES INTL** (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'  
 430 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE LWV  
 RWY 18-36: H5199X150 (ASPH) S-19, D-28 MIRL  
 RWY 18: REIL. PVASI(PSIL). RWY 36: REIL. PAPI(P4L). Tree.  
 RWY 09-27: H5198X150 (ASPH) S-40, D-50, DT-70 MIRL  
 RWY 09: REIL. PVASI(PSIL).  
 RWY 27: ODALS. REIL. PAPI(P4L). Tree.  
 RWY 04U-22U: 1000X200 (TURF)  
 RWY 04U: Road. RWY 22U: Pole. Rgt tfc.  
**AIRPORT REMARKS:** Attended 1200-0400Z±. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rws 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).  
**WEATHER DATA SOURCES:** ASOS 118.0 (618) 943-5252  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 (R) EVANSVILLE APP/DEP CON 125.6 (1200-0500Z±)  
 (R) INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.  
 (T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.  
 DME unusable 350°-030° byd 15 NM bto 3000'.

**ST. LOUIS**  
 H-SE, L-27D  
 IAP



**LEWIS UNIVERSITY** (See CHICAGO/ROMEOVILLE)

**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.  
 NDB (MHW/LDM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

**ST. LOUIS**

**LINCOLN****LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'**CHICAGO**

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(PSIL). Building.

RWY 21: PVASI(PSIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld displcd 307'. Trees.

RWY 32: Road.

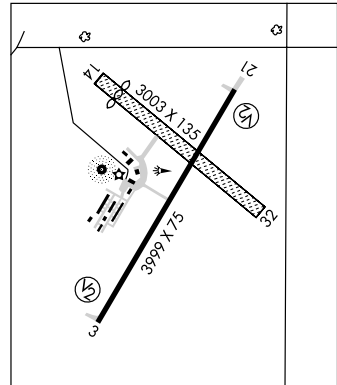
**AIRPORT REMARKS:** Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z)**KANSAS CITY CENTER APP/DEP CON** 127.275 (0400-1200Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.**SPINNER (H) VORTACW** 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

**ABRAHAM NDB (MHW)** 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.

**LITCHFIELD MUNI** (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'**ST. LOUIS**

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

L-27C

RWY 18-36: 4003X75 (CONC) MIRL

IAP

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

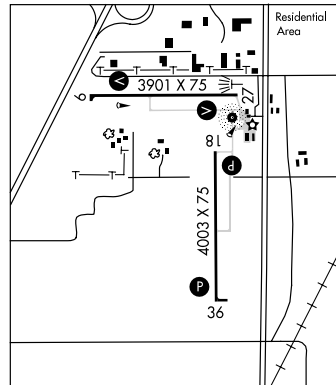
RWY 09: REIL. VASI(V2L)-GA 3.45° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. VASI(V2L)-GA 4.0° TCH 57'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt. MIRL Rwy 18-36 and Twy C preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27 VASI Rwy 09 and 27, PAPI Rwy 18 and 36, twy lgt and REILS-CTAF. REIL Rwy 09 and Rwy 27 OTS indef. Rwy 27 VASI OTS indef. Rwy 09 VASI OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **ST LOUIS APP/DEP CON** 124.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**VANDALIA (L) VORTAC** 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 276° 24.3 NM to fld. 604/4E.

**NDB (MHW)** 371 LTD N39°09.92' W89°40.53' at fld.**LOGAN CO** (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'**CHICAGO**

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops.

RWY 36: Road.

**AIRPORT REMARKS:** Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36-CTAF. ACTIVATE rotating bcn-CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.

**COMMUNICATIONS:** CTAF/UNICOM 122.7.**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.



**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

CHICAGO

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

H-5D, L-27B

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

IAP

RWY 09: VASI(V2L)—GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (309) 837-4022.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

CHICAGO CENTER APP/DEP CON 135.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

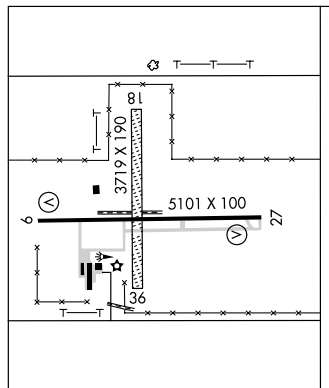
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 129° 17.5 NM to fld. 730/5E. HIWAS

NDB (MHW) 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z†.

ILS 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z†.



**MANITO MITCHELL** (See Manito)

## MANITO

**MANITO MITCHELL** (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO

501 TPA-1301(800) NOTAM FILE IKK

L-27C

RWY 04-22: H2784X40 (ASPH) LIRL (NSTD)

IAP

RWY 04: Thld dspcd 175'. Tree.

RWY 22: Thld dspcd 448'. Pole.

RWY 18-36: 2188X40 (ASPH-TURF)

RWY 18: Thld dspcd 700'. Tree.

RWY 36: Thld dspcd 80'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dspcd thlds; fixture spacing and lgt ints varies. All dspcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

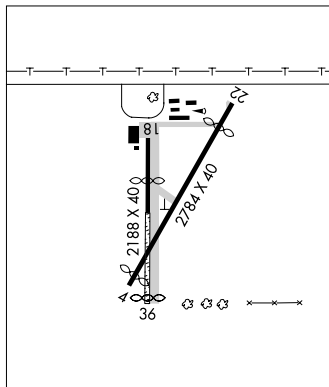
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® PEORIA APP/DEP CON 124.675

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



**MARION** N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS

(L) VOR/DME 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

H-5E, L-16H

DME unusable 030°-140° byd 20 NM blo 3500'.

RCO 122.1R 110.4T (ST LOUIS RADIO).

**MARION**

**WILLIAMSON CO RGNL** (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'  
 472 B S4 FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA  
**RWY 02-20:** H8002X150 (ASPH-PFC) S-80, D-95, ST-121, DT-140 HIRL

**ST LOUIS**  
 H-5E, L-16H  
 IAP, AD

**RWY 02:** REIL. VASI(V4L)—GA 3.5° TCH 34'. Trees.  
**RWY 20:** MALSR. Tree.  
**RWY 11-29:** H4997X100 (ASPH-CONC-GRVD) S-45, D-55,  
 DT-100 MIRL 0.3% up SE  
**RWY 11:** REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.  
**RWY 29:** REIL. PAPI(P4L)—GA 3.0° TCH 25'. Sign.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 20</b>	11-29	6650
<b>RWY 29</b>	02-20	4650

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 11:** TORA-5000 TODA-5000 ASDA-5000 LDA-5000  
**RWY 29:** TORA-5000 TODA-5000 ASDA-5000 LDA-5000

**AIRPORT REMARKS:** Attended continuously. Acft svc hrs 1230-0400Z†, other hrs call 618-993-2764. Migratory waterfowl and deer on and in/ovf arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (618) 942-8877. SAWRS.

**COMMUNICATIONS:** CTAF 126.9 UNICOM 122.95

**MARION RCO** 122.1R 110.4T (ST LOUIS RADIO)

® **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

**MARION TOWER** 126.9 (1300-0100Z†) **GND CON** 121.7

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.

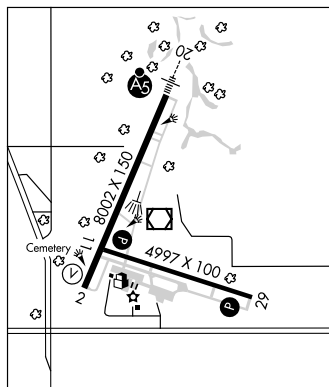
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

**MARION (L) VOR/DME** 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

**JONNY NDB (LOM)** 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

**ILS** 109.3 I-MWA Rwy 20. Class IA. LOM JONNY NDB. MM OTS indef.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.

**MARSHALL CO** (See LACON)

**MATTOON** N39°28.68' W88°17.16' NOTAM FILE STL.

**ST LOUIS**  
 L-27C

(L) **VOR/DME** 109.4 MTO Chan 31 at Coles Co Mem. 720/3E. **ASOS.**

DME unusable 100°-260° byd 30 NM blo 3500'.

**RCO** 123.6R 109.4T (ST LOUIS RADIO)

**MATTOON/CHARLESTON****COLES CO MEM** (MTO) 4 E UTC-6(-5DT) N39°28.68' W88°16.76'**ST LOUIS**

722 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MTO

H-5E, L-27C

RWY 11-29: H6501X150 (CONC-GRVD) S-100, D-180, ST-175, DT-280 HIRL

IAP

RWY 11: REIL. Rgt tfc. RWY 29: MALSR. Tree.

RWY 06-24: H5799X100 (ASPH-GRVD) S-50, D-70, ST-89, DT-117 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 41'. Tree. Rgt tfc.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 46'.

RWY 18-36: 1080X250 (TURF)

RWY 18: Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

RWY 11: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 18: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

RWY 24: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

RWY 29: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

**AIRPORT REMARKS:** Attended Apr-Sep 1130Z†-dusk, Oct-Mar

1230-0000Z†. Deer and birds on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 217-234-7120. Rwy 18-36 not avbl for air carrier ops with more than 30 passenger seats. Rwy 18 marked with corner stone markers, length and width. HIRL Rwy 11-29 ints preset, to increase ints and ACTIVATE MALSR Rwy 29, MIRL Rwy 06-24, REILS Rws 06, 11 and 24—CTAF.

**WEATHER DATA SOURCES:** ASOS 109.4 MTO (217) 234-8442.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MATTOON RCO 123.6R 109.4T (ST LOUIS RADIO)

® CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z†)

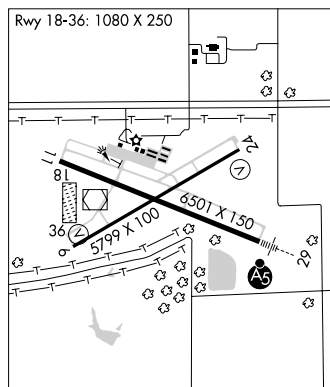
CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

MATTOON (L) VOR/DME 109.4 MTO Chan 31 N39°28.68' W88°17.16' at fld. 720/3E. ASOS.

ZEBRE NDB (MHW/LOM) 347 MT N39°26.55' W88°10.41' 293° 5.4 NM to fld.

ILS 111.1 I-MTO Rwy 29. LOM ZEBRE NDB. LOM unusable byd 15 NM.

**MENDOTA****GRANDPAS' FARM MENDOTA** (ØC7) 2 SW UTC-6(-5DT) N41°31.32' W89°07.96'**CHICAGO**

727 TPA—1527(800) NOTAM FILE IKK

RWY 18-36: 3980X200 (TURF) LIRL (NSTD)

RWY 18: Thld dspcd 300'. Road. RWY 36: Thld dspcd 80'. Fence.

**AIRPORT REMARKS:** Attended irregularly. Rwy 18-36 CLOSED except PPR 815-866-9939/815-539-9939. Rwy 18-36 dspcd thld is 1' high blue barrel halves. ACTIVATE NSTD LIRL Rwy 18-36—CTAF. Rwy 18-36 NSTD LIRL; fixture spacing and lgt ints varies; non-FAA approved L-800 series.

**COMMUNICATIONS:** CTAF 122.9**MERCER CO** (See ALEDO)

**METROPOLIS MUNI** (M30) 2 NW UTC-6(-5DT) N37°11.15' W88°45.04'

**ST LOUIS**

384 B FUEL 100LL TPA-1184(800) NOTAM FILE M30

**L-16H**

**RWY 18-36:** H4000X75 (ASPH) S-12.5 MIRL

**RWY 18:** Tree. **RWY 36:** Tree.

**AIRPORT REMARKS:** Attended 1500-2300Z+. Self svc fuel avbl 24 hrs with credit card. Avoid factory lctd 4000' SW of Rwy 18-36.

Overnight tie down fee. ACTIVATE MIRL Rwy 18-36 CTAF.

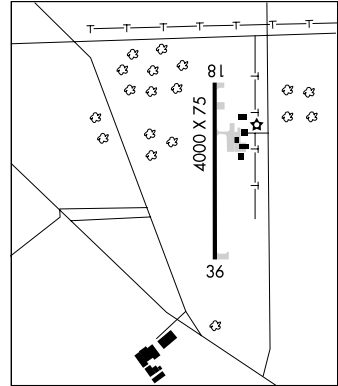
**WEATHER DATA SOURCES:** AWOS-3 124.175 (618) 524-7483.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

**CUNNINGHAM (L) VORTACW** 113.1 CNG Chan 78 N37°00.52'

W88°50.21' 018° 11.4 NM to fld. 480/03E.



**MOLINE** N41°19.26' W90°38.29' NOTAM FILE MLI.

**CHICAGO**

(L) VORTACW 114.4 MZV Chan 91 033° 9.7 NM to Quad City Intl. 817/5E.

**H-5D, L-27B**

**RCO** 122.6 (KANKAKEE RADIO)

**MOLINE****QUAD CITY INTL** (MLI) 3 S UTC-6(-5DT) N41°26.90' W90°30.45'**CHICAGO**590 B S4 **FUEL** 100LL, JET A LRA ARFF Index—See Remarks NOTAM FILE MLI**H-5D, L-28G****RWY 09-27:** H10002X150 (ASPH-CONC-GRVD-PFC) S-100, D-173, ST-175, DT-353 **HIRL****IAP, AD****RWY 09:** MALSR. Tree.**RWY 27:** MALSR. VASI(V4L)—GA 3.0° TCH 52'. Tree.**RWY 13-31:** H7301X150 (ASPH-CONC-GRVD-PFC) S-60, D-140, ST-175, DT-200 **HIRL****RWY 13:** REIL. VASI(V4L)—GA 3.0° TCH 48'. Tree.**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 522'. Tree.**RWY 05-23:** H5015X150 (CONC) S-60, D-75, ST-95, DT-120**MIRL****RWY 05:** PAPI(P4L)—GA 4.0° TCH 46'. Tree.**RWY 23:** VASI(V4L)—GA 3.0° TCH 41'. Road.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 05</b>	09-27	2509
<b>RWY 05</b>	13-31	2509
<b>RWY 09</b>	05-23	5500
<b>RWY 09</b>	13-31	5500
<b>RWY 13</b>	05-23	3100
<b>RWY 13</b>	09-27	3100
<b>RWY 27</b>	05-23	3350
<b>RWY 27</b>	13-31	3350
<b>RWY 31</b>	05-23	2550
<b>RWY 31</b>	09-27	2550

**RUNWAY DECLARED DISTANCE INFORMATION**

<b>RWY 09:</b>	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
<b>RWY 27:</b>	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
<b>RWY 13:</b>	TORA-7301	TODA-7301	ASDA-7046	LDA-7046
<b>RWY 31:</b>	TORA-7301	TODA-7301	ASDA-7026	LDA-6504

**AIRPORT REMARKS:** Attended 1100-0400Z†. Birds and migratory fowl on and in/ovf arpt. Rwy 05-23 and Rwy 13-31 CLOSED 0430-1130Z†. Construction/earthwork AER 05. Snow removal ops in progress winter months, vehicle operators will monitor CTAF. Arpt CLOSED to air carrier acft with more than 30 passenger seats 0530-1230Z† except PPR of arpt manager. Class I, ARFF Index B avbl 1100-0600Z† or with PPR from arpt manager; ARFF index C available on request; 24 hr PPR call arpt manager 309-757-1739. Twy K restricted to acft 100,000 lbs gross weight or less. Rwy 09 touchdown and rollout rwy visual range avbl. Rwy 27 touchdown and rollout rwy visual range avbl. When twr clsd **HIRL** Rwy 09-27 preset on med ints. **ACTIVATE MALSR** Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** ASOS (309) 799-7096. LLWAS.**COMMUNICATIONS:** CTAF 119.4 ATIS 121.2 **UNICOM** 122.95**MOLINE RCO** 122.6 (KANKAKEE RADIO)① **APP/DEP CON** 118.2 (S/SE of active rwy) 125.95 (N/NE of active rwy) (1130-0430Z†).① **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)**TOWER** 119.4 (1130-0430Z†) **GND CON** 121.9 **CLNC DEL** 124.05**AIRSPACE:** CLASS C svc 1130-0430Z† ctc **APP CON** other times CLASS E**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLI.**MOLINE (L) VORTACW** 114.4 **MZV** Chan 91 N41°19.26' W90°38.29' 033° 9.7 NM to fld. 817/5E.**MOLLI NDB (LOM)** 215 **ML** N41°26.94' W90°37.11' 089° 5 NM to fld. SHUTDOWN.**ILS/DME** 110.5 I-MLI Chan 42 Rwy 09. Class IT. LOM **MOLLI NDB**. Unmonitored when twr clsd.

LOM SHUTDOWN.

**ILS/DME** 110.5 I-GEQ Chan 42 Rwy 27. Class IB. Unmonitored when twr clsd.**ASR****QUAD CITY SPB** (I04) 2 S UTC-6(-5DT) N41°27.60' W90°29.57'**CHICAGO**560 S2 **FUEL** 100LL TPA-960(400)**WATERWAY E-W:** 10000X300 (WATER)**WATERWAY E:** Rgt t/c.

**SEAPLANE REMARKS:** Unattended. Radio or phone approval req by Moline twr. Svc by prior agreement. Waterway E p-line crosses river 300' E of hanger and dock area; highway bridge 300' W of hangar and dock area.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** T/c information avbl from Quad City twr on 119.4. Individual ops must be approved by Quad City twr on 119.4 or by telephone.

**MOLLI** N41°26.94' W90°37.11' NOTAM FILE MLI.**CHICAGO****NDB (LOM)** 215 **ML** 089° 5 NM to Quad City Intl. SHUTDOWN.

**MONEE****BULT FIELD** (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Thld dsplcd 375'. Tree. RWY 27: Thld dsplcd 151'.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card.

COMMUNICATIONS: CTAF/UNICOM 123.0

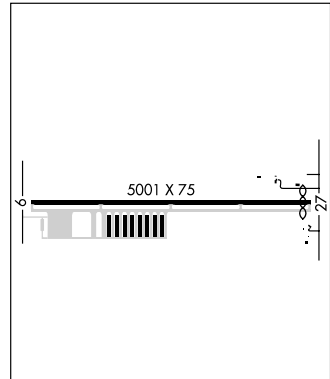
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

⑧ CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 036° 8.2 NM to fld. 690/2E.

CHICAGO  
H-5E, L-28H, A  
IAP**MONMOUTH MUNI** (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)—GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rws 02 and 20—CTAF. VASI Rws 02 and 20 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

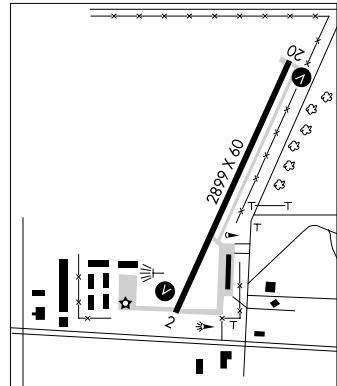
⑧ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

⑧ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' 264° 9 NM to fld. 760/3E.

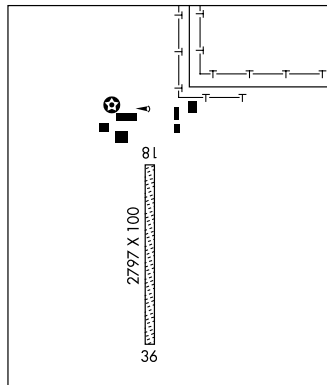
CHICAGO  
L-27B  
IAP

**MONTICELLO****PIATT CO** (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'740 B S2 **FUEL** 100LL, MOGAS TPA-1540(800) NOTAM FILE STL**RWY 18-36:** 2797X100 (TURF) MIRL (NSTD) 0.5% up N**RWY 18:** Vent pipe.**RWY 36:** Tree.

**AIRPORT REMARKS:** Attended Sat-Sun irregularly. For fuel call 217-762-9091/5586/7148. Extensive glider ops weekends. Model acft opr 1½ miles E of arpt. No line of sight between rwy ends. Txf to the S to avoid noise sensitive area N of arpt. ACTIVATE NSTD MIRL Rwy 18-36 and rotating bcn-CTAF. Rwy 18-36 NSTD MIRL fixture spacing and lgt ints varies.

**COMMUNICATIONS:** CTAF 122.9Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (1200-0500Z‡)Ⓡ **CHICAGO CENTER APP/DEP CON** 125.05 (0500-1200Z‡)**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

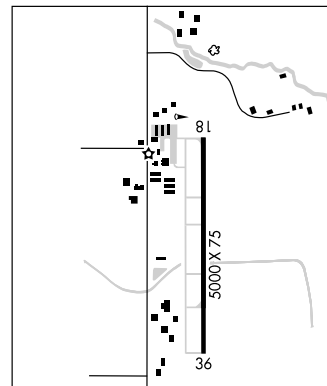
**CHAMPAIGN (L) VORTAC** 110.0 CMI Chan 37 N40°02.07' W88°16.56' 259° 13.1 NM to fld. 745/3E.

**CHICAGO****L-27C****IAP****MORRIS MUNI-JAMES R. WASHBURN FLD** (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'**CHICAGO**584 B S4 **FUEL** 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09**H-5E, L-28H, A****RWY 18-36:** H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N**IAP****RWY 18:** REIL. Building.**RWY 36:** REIL. Antenna.

**AIRPORT REMARKS:** Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE REIL Rwys 18 and 36-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (815) 941-1815.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JOLIET RCO** 122.1R 112.3T (KANKAKEE RADIO)**JOLIET RCO** 122.5 (KANKAKEE RADIO)Ⓡ **CHICAGO APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78' W88°19.10' 210° 8.6 NM to fld. 592/2E.



**MOUNT CARMEL MUNI** (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS

429 B S2 FUEL 100LL NOTAM FILE AJG

L-27D

RWY 13-31: H4500X75 (ASPH) MIRL

IAP

RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.

RWY 04-22: H4000X100 (ASPH) S-11 MIRL

RWY 04: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Tree.

RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Agriculture ops invof arpt.

Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22  
 preset on low ints; to increase ints and ACTIVATE MIRL Rwy  
 13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22  
 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.9 (618) 948-2184.**COMMUNICATIONS:** CTAF/UNICOM 122.7

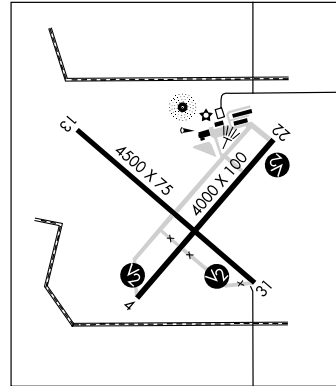
Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWV.

**LAWRENCEVILLE (T) VORW/DME** 108.8 LWV Chan 25 N38°46.19'  
 W87°36.23' 212° 11.4 NM to fld. 430/1W.

**NDB (MHW)** 524 AJG N38°36.71' W87°43.53' at fld. NOTAM  
 FILE AJG.

**MOUNT HAWLEY AUXILIARY** (See PEORIA)**MOUNT MORRIS****OGLE CO** (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK

RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due  
 to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329  
 (400). +10' corn may be on rwy ends during growing season.

**COMMUNICATIONS:** CTAF 122.9**MOUNT STERLING MUNI** (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS

734 B FUEL 100LL, JET A NOTAM FILE STL

H-5D, L-27B

RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

IAP

RWY 18: PVASI(PSIL)—GA 3.0° TCH 25'. Pole.

RWY 36: PVASI(PSIL)—GA 3.0° TCH 27'. Tree.

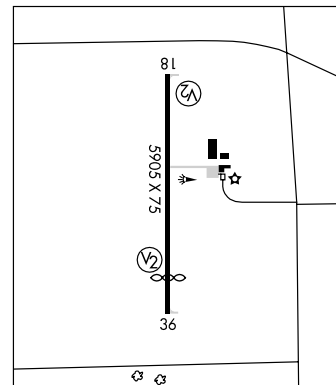
**AIRPORT REMARKS:** Attended irregularly. Fuel now avbl to public—self  
 service. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

**QUINCY (H) VORTAC** 113.6 UIN Chan 83 N39°50.87'  
 W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.





**MOUNT VERNON** (MVN) 3 E UTC-6(-5DT) N38°19.40' W88°51.51'

ST LOUIS

480 B S4 FUEL 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE MVN

H-5E, L-27C

RWY 05-23: H6496X150 (ASPH-PFC) S-50, D-90, ST-95, DT-110 HIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 32.2'. Thld dsplcd 774'. Railroad.

RWY 23: MALSR. Trees.

RWY 15-33: H3146X100 (ASPH-PFC) S-12 MIRL 0.7% up NW

RWY 15: Tree. RWY 33: Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 05: TORA-6496 TODA-6496 ASDA-6496 LDA-5722

RWY 23: TORA-5572 TODA-5572 ASDA-5572 LDA-5572

**AIRPORT REMARKS:** Attended 1230-0200Z+. For svcs after hrs call

618-204-0890. Migratory waterfowl and deer on and in/ov arpt.

Rwy 15-33 not avbl for air carrier ops with more than 30

passenger seats. Closed to scheduled air carrier ops with greater

than 9 passenger seats and unscheduled air carrier ops greater

than 30 passenger seats. 90-day PPR, call 618-242-7016. SW

General Aviation apron clsd except by PPR from arpt manager ctc

618-242-7016. Rwy 05 also 18' railroad 238' from rwy end 498'

right of centerline 2:1 slope. Heliport for private use by Air-Evac

Lifeteam only. ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 05-23;

MALSR Rwy 23—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 113.8 VNN (618) 242-7933**COMMUNICATIONS:** CTAF/UNICOM 123.0

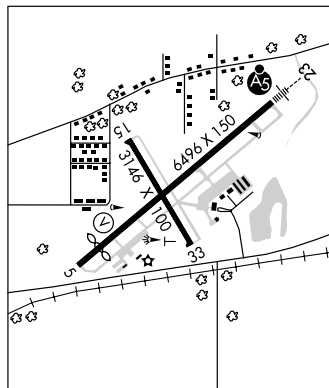
RCO 122.05R 113.8T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MVN.

(L) VOR/DME 113.8 VNN Chan 85 N38°21.72' W88°48.44' 224° 3.3 NM to fld. 558/2E. AWOS-3.

ILS 111.7 I-MVN Rwy 23. Class IE.

**NEW LENOX** N41°28.79' W87°55.29'

CHICAGO

RCO 122.5 (KANKAKEE RADIO)

L-28H, A

**NEWARK****CUSHING FLD LTD** (ØC8) 2 SW UTC-6(-5DT) N41°31.17' W88°36.34'

CHICAGO

640 FUEL MOGAS TPA-1440(800) NOTAM FILE IKK

RWY 18-36: 2831X180 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 380'. P-line.

RWY 36: Thld dsplcd 250'. Fence.

**AIRPORT REMARKS:** Attended irregularly. Ultralight activity on and in/ov arpt. ACTIVATE LIRL Rwy 18-36—CTAF. Rwy

18-36 NSTD LIRL lgts ints varies; non FAA approved L-800 series. Rwy 18 P-line marked with orange balls. Rwy

18-36 dsplcd thlds marked with orange and white painted wood with one red lgt adjacent to each marker.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**NORTHBROOK** N42°13.29' W87°57.11' NOTAM FILE IKK.

CHICAGO

(H) VORW/DME 113.0 OBK Chan 77 163° 6.8 NM to Chicago Executive. 758/2W.

COPTER

DME unusable 215°-330° byd 35 NM blo 3000'.

H-5E, L-28H, A

**OGLE CO** (See MOUNT MORRIS)

**OLNEY—NOBLE** (OLY) 4 W UTC-6(-5DT) N38°43.31' W88°10.59'

ST LOUIS

482 B S4 FUEL 100LL TPA—1282(800) NOTAM FILE OLY

L-27C

RWY 11-29: H4100X75 (ASPH) S-12 MIRL 0.3% up W

IAP

RWY 11: REIL. VASI(V2L)—GA 3.0° TCH 25'. Road.

RWY 29: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 03-21: H3599X60 (ASPH) S-18, D-25 MIRL

RWY 03: REIL. Tree.

RWY 21: Trees.

**AIRPORT REMARKS:** Attended 1400Z±-2300Z±. For arpt attendance after hrs call 618-393-2967. MIRL Rwy 11-29 preset on low ints—to increase ints and ACTIVATE VASI Rws 11 and 29, REIL Rwy 11, MIRL Rwy 03-21 and REIL Rwy 03—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (618) 393-4416.**COMMUNICATIONS:** CTAF/UNICOM 123.0

SAMSVILLE RCO 122.1R 116.6T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

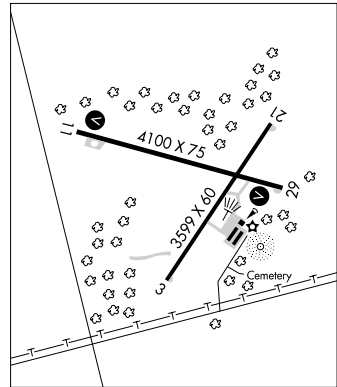
SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 340° 14.8 NM to fld. 540/3E.

NDB (MHW) 272 OLY N38°43.09' W88°10.37' at fld.

NOTAM FILE OLY.

ILS/DME 110.5 I-LZW Chan 42 Rwy 11. LOC unusable  
byd 20 degrees right of course.

**OTTAWA** N41°21.75' W88°51.26' NOTAM FILE IKK.

CHICAGO

NDB (MHW) 266 at Skydive Chicago. VFR only. Out of svc indef.

**OTTAWA****SKYDIVE CHICAGO** (8N2) 4 NE UTC-6(-5DT) N41°23.99' W88°47.64'

CHICAGO

616 TPA—1416(800) NOTAM FILE IKK

L-28H

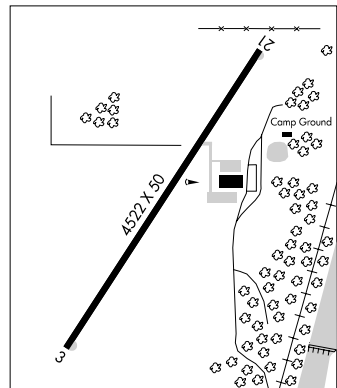
RWY 03-21: H4522X50 (ASPH) S-12.5 LIRL

**AIRPORT REMARKS:** Attended 1400±-dusk. Extensive parachute activity on and in/ov arpt. 268' cellular twr ½ mile WSW of Rwy 03. For noise abatement fly wide pattern Rwy 03. Ldg fee. ACTIVATE LIRL Rwy 03-21—122.725.

**COMMUNICATIONS:** CTAF 122.725 UNICOM 122.725**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 246° at 23.2 NM to fld. 592/2E.

**PALESTINE** N39°00.85' W87°38.50' NOTAM FILE RSV.

ST LOUIS

NDB (MHW) 391 PLX at Robinson Muni.

L-27D

**PALMYRA****ZELMER MEM AIRPARK INC** (5K1) 1 S UTC-6(-5DT) N39°25.20' W89°59.47'

ST LOUIS

663 FUEL 100LL, MOGAS TPA—1463(800) NOTAM FILE STL

RWY 18-36: H2900X32 (ASPH) LIRL

RWY 18: Building.

RWY 36: Thld dsplcd 307'.

**AIRPORT REMARKS:** Attended irregularly, for attendant call 217-439-7497. ACTIVATE NSTD LIRL Rwy 18-36—CTAF.

Rwy 36 dsplcd thld marked with white line and three amber lgts on each side.

**COMMUNICATIONS:** CTAF 122.9.**PARIS** N39°41.90' W87°40.45' NOTAM FILE PRG.

ST LOUIS

NDB (MHW) 341 PRG at Edgar Co. Unmonitored 2200-1400Z±.

L-27D

## PARIS

**EDGAR CO** (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z†, Sat

1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI

unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (217) 465-4304.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

® INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

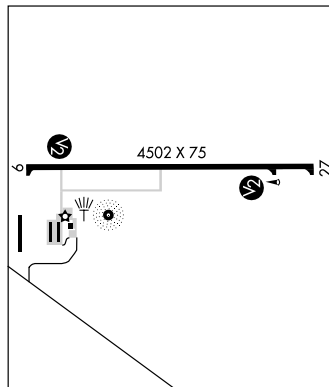
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34'

W87°14.94' 301° 23.3 NM to fld. 606/2E. HIWAS.

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld.

Unmonitored 2200-1400Z†. NOTAM FILE PRG.



ST LOUIS

L-27D

IAP

**PAXTON** (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50'. Thld dsplcd 800'.

Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

**AIRPORT REMARKS:** Attended irregularly. Maintenance on call phone

217-249-2296 avbl May thru Sep. Rwy 18 dsplcd thld painted

white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

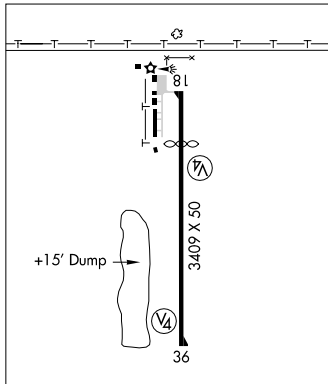
® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

® CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90'

W88°09.86' 166° 8.1 NM to fld. 780/2E.



CHICAGO

L-27C

IAP

**PEKIN MUNI** (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'  
 530 B S4 FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK  
 RWY 09-27: H5000X75 (ASPH) S-15 HIRL  
 RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.  
 RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

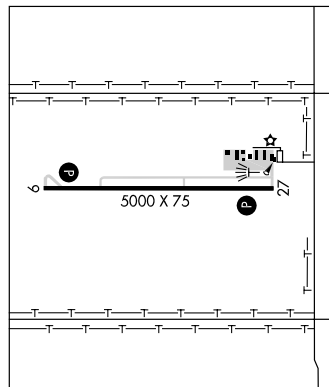
**AIRPORT REMARKS:** Attended 1400-2300Z. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

④ **PEORIA APP/DEP CON** 124.675

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

**PEORIA (L) VORTACW** 115.2 PIA Chan 99 N40°40.80'  
 W89°47.57' 151° 12.7 NM to fld. 730/4E.



**CHICAGO**  
 H-5D, L-27C  
 IAP

**PEORIA** N40°40.80' W89°47.57' NOTAM FILE PIA.  
 (L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to Greater Peoria Rgnl. 730/4E.  
 VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.  
 RCO 122.35 (KANKAKEE RADIO)

**CHICAGO**  
 H-5D, L-27C

## PEORIA

**GREATER PEORIA RGNL** (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'  
 660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA  
 RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, ST-175, DT-310 HIRL  
 RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld dsplcd 500'.  
 Tree.

**CHICAGO**  
 H-5D, L-27C  
 IAP, AD

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASPH-GRVD) S-100, D-175, ST-175,  
 DT-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

**WEATHER DATA SOURCES:** ASOS (309) 697-3611. LLWAS.

**COMMUNICATIONS:** ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

④ **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 GND CON 121.85

**AIRSPACE:** CLASS C svc continuous etc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.

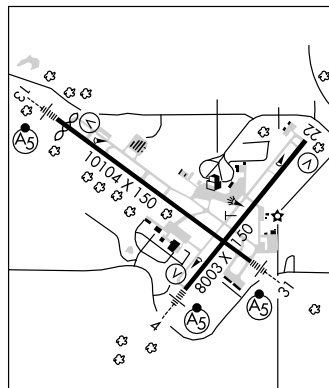
**PEORIA (L) VORTACW** 115.2 PIA Chan 99 N40°40.80'  
 W89°47.57' 098° 4.6 NM to fld. 730/4E.

**TUNGG NDB (MHW/LDM)** 356 PI N40°36.34' W89°35.59' 307°  
 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM TUNGG NDB.



**MOUNT HAWLEY AUXILIARY** (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

CHICAGO

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

L-27C

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

IAP

RWY 18: Tree.

RWY 36: REIL. VASI(V4L)-GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE Rwy 36 REIL and VASI-CTAF.

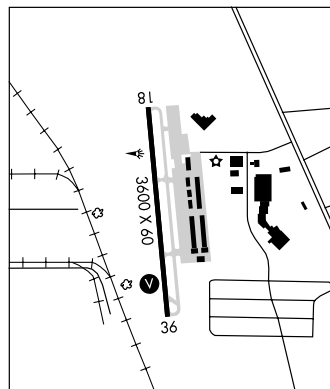
COMMUNICATIONS: CTAF/UNICOM 122.7

® PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.

**RAINBOW HELIPORT** (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

CHICAGO

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1 NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

**PEOTONE** N41°16.18' W87°47.46' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 690/2E.

L-28H

RC0 122.05R 113.2T (KANKAKEE RADIO)

**PERCIVAL SPRINGS** (See WATSON)**PERU****ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (VYS) 1 E UTC-6(-5DT)

CHICAGO

N41°21.11' W89°09.19'

H-5D, L-28H

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

IAP

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole.

RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri 1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. Southbound jet departures climb straight S to the river (approximately 3 miles) before turning eastbound. MIRL 18-36 preset low ints, to increase ints and ACTIVATE ODALS Rwy 36-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

® CHICAGO CENTER APP/DEP CON 123.75

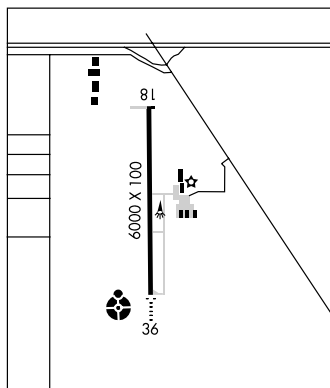
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/0E.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.

**PIATT CO** (See MONTICELLO)

**PINCKNEYVILLE—DU QUOIN** (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'

ST LOUIS

400 B FUEL 100LL TPA-1200(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

IAP

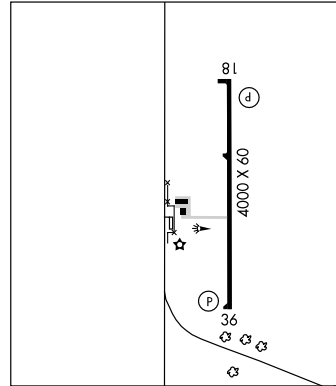
RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.

RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

**AIRPORT REMARKS:** Attended irregularly. For service call acft maintenance, 618-443-2002. Wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF, PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) KANSAS CITY CENTER APP/DEP CON 125.3****RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 196° 28.2 NM to fld. 546/4E.

**HIWAS.****PITTSFIELD PENSTONE MUNI** (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'

ST LOUIS

710 B FUEL 100LL, JET A TPA-1510(800) NOTAM FILE PPQ

L-27B

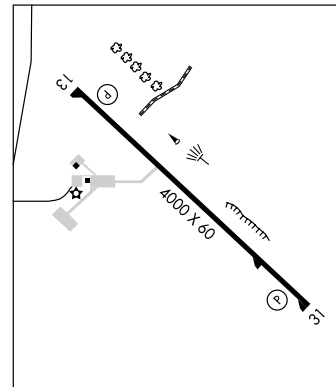
RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW

IAP

RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z $\pm$ . 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and invof arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (217) 285-1428.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON 135.525****RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.**QUINCY (L) VORTAC** 113.6 UIN Chan 83 N39°50.87'W91°16.74' 113° 26.3 NM to fld. 715/5E. **HIWAS.****POLO** N41°57.94' W89°31.45' NOTAM FILE IKK.

CHICAGO

(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni-Charles R. Walgreen Fld. 840/3E.

L-28H

**HIWAS.****RCD 122.1R 111.2T (KANKAKEE RADIO)**

**PONTIAC MUNI** (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(PSIL). Pole. RWY 24: PVASI(PSIL).

**AIRPORT REMARKS:** Attended Nov-Mar 1400-2300Z, Apr-Oct 1400Z+-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

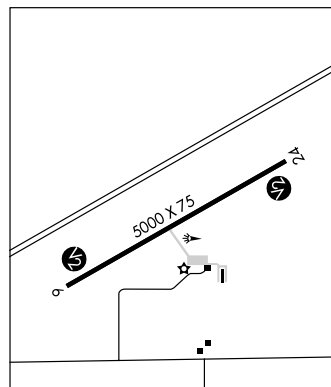
(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

CHICAGO

H-5E, L-27C

IAP



**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'

858 B S4 FUEL 100LL, AFOS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld dsplcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld dsplcd 340'. Road. RWY 35: Bldg.

**AIRPORT REMARKS:** Attended SR-SS. Rwy 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RFD.

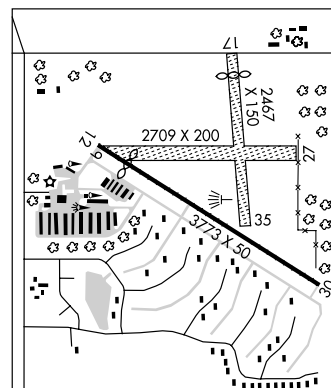
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.54'

W89°11.96' 069° 17.2 NM to fld. 860/1E.

CHICAGO

L-28H

IAP



**QUAD-CITY** (See MOLINE)

**QUAD-CITY SPB** (See MOLINE)

**QUINCY RGNL-BALDWIN FLD** (UIN) 10 E UTC-6(-5DT) N39°56.58' W91°11.67'

KANSAS CITY

768 B S4 FUEL 100LL, JET A TPA-1768(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, ST-95, DT-150 HIRL IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43'.

RWY 18-36: H5400X150 (ASPH-CONC) S-45, D-55, DT-100 MIRL

RWY 18: REIL.

RWY 36: Road.

RWY 13-31: H5396X150 (ASPH-GRVD) S-75, D-95, ST-121, DT-150 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)—GA 3.0° TCH 40'. Pole

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

**AIRPORT REMARKS:** Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and invof arpt. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

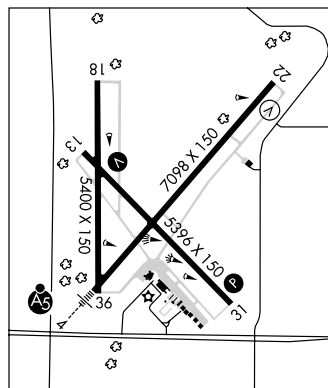
KANSAS CITY CENTER APP/DEP CON 135.525

**AIRSPACE:** CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

**RAINBOW HELIPORT** (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

H-5E, L-27C

IAP

N40°17.61' W88°08.54'

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: REIL. Pole. Rgt tfc.

RWY 27: REIL.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree.

RWY 36: Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. Rwy 18-36 uneven concrete midfield. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF. REIL Rwy 09 and Rwy 27 OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

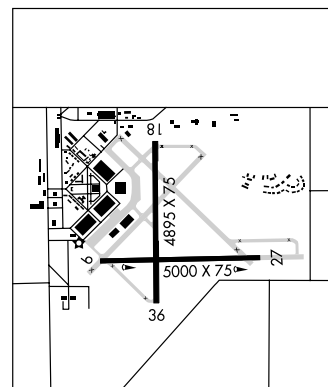
⑧ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 019°16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

H-5E, L-27C

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

RCO 122.1R 116.8T (ST LOUIS RADIO)



**ROBINSON MUNI** (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'

ST LOUIS

462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV

H-5E, L-27D

RWY 09-27: H5109X75 (ASPH) S-35, D-50, DT-65 MIRL

IAP

RWY 09: REIL. PVASI(PSIL)—GA 3.0° TCH 27'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 17-35: H3399X75 (ASPH) S-5 MIRL

RWY 17: REIL. Tree. RWY 35: Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rwys 09, 27 and 17 PVASI Rwys 09 and 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.5 (618) 586-2772.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ HULMAN APP/DEP CON 119.25 125.6 (1100-0300Z‡)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RSV.

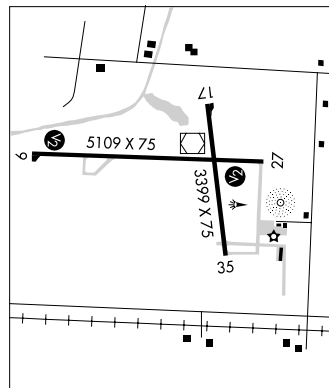
(T) VOR/DME 108.4 RSV Chan 21 N39°01.06'

W87°38.93' at fld. 452/2E. VOR unmonitored

0000-1300Z‡.

VOR portion unusable 320°-340°

**PALESTINE NDB (MHW) 391 PLX** N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.

**ROCHELLE MUNI AIRPORT-KORITZ FLD** (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'

CHICAGO

781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

L-28H

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.

**AIRPORT REMARKS:** Attended Nov-Apr Mon-Fri 1400-2300Z‡, May-Oct Mon-Fri 1400-0100Z‡, Sat-Sun 1500-2000Z‡. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (815) 562-2955.**COMMUNICATIONS:** CTAF/UNICOM 122.8

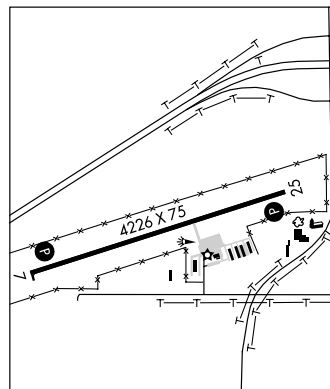
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.

**ROCKFORD** N42°13.54' W89°11.96' NOTAM FILE RFD.

CHICAGO

(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 860/1E.

L-28H

RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

**ROCKFORD****COTTONWOOD** (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA—See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfr. RWY 36: Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 NSTD LIRL S 2250' lgtd; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RUSHVILLE****SCHUY-RUSH** (5K4) 1 W UTC-6(-5DT) N40°07.05' W90°35.42'**CHICAGO**

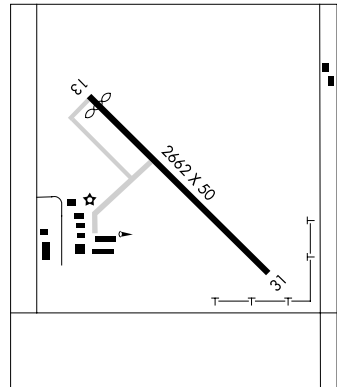
665 TPA-1465(800) NOTAM FILE STL

**RWY 09-27:** 3565X100 (TURF) LIRL (NSTD)**RWY 09:** Thld dsplcd 305'. Road.**RWY 27:** Thld dsplcd 463'. Tree.**AIRPORT REMARKS:** Unattended. ACTIVATE NSTD LIRL Rwy 09-27—CTAF. Rwy 09-27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09-27 dsplcd thld marked with white gravel both ends of rwy.**COMMUNICATIONS:** CTAF/UNICOM 123.0**SACKMAN FLD** (See COLUMBIA)**ST JACOB****ST LOUIS METRO-EAST/SHAHER FLD** (3K6) 2 N UTC-6(-5DT) N38°43.97' W89°48.39'**ST LOUIS**

477 B S2 FUEL 100LL TPA-1277(800) NOTAM FILE STL

**L-27C, A****RWY 13-31:** H2662X50 (ASPH) MIRL 0.3% up NW**IAP****RWY 13:** Thld dsplcd 127'. Road.**RWY 31:** Pole.**AIRPORT REMARKS:** Attended continuously. For noise abatement procedures ctc arpt manager 618-644-5411. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) SAINT LOUIS APP/DEP CON** 124.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**TROY (L) VORTACW** 116.0 TOY Chan 107 N38°44.35'

W89°55.12' 090° 5.3 NM to fld. 570/4E.

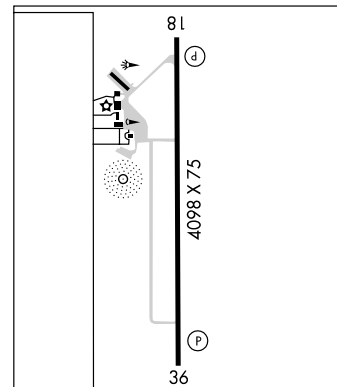
**ST LOUIS DOWNTOWN** (See CAHOKIA-ST LOUIS)**ST LOUIS METRO-EAST/SHAHER FLD** (See ST JACOB)**ST LOUIS RGNL** (See ALTON/ST LOUIS)**SALEM-LECKRONE** (SLO) 2 NW UTC-6(-5DT) N38°38.57' W88°57.85'**ST LOUIS**

573 B S4 FUEL 100LL NOTAM FILE SLO

**L-27C****RWY 18-36:** H4098X75 (ASPH) S-12 MIRL**IAP****RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.**RWY 36:** PAPI(P4R)—GA 3.0° TCH 20'. Tree.**AIRPORT REMARKS:** Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18-36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.525 (618) 548-0469.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 127.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 030° 16.2 NM to fld.

546/4E. HIWAS.

**NDB (MHW) 400** SLO N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.

**SAMSVILLE** N38°29.11' W88°05.15' NOTAM FILE STL.  
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney–Noble. 540/3E.  
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS

L-27C

**SAVANNA**

**TRI-TOWNSHIP** (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

616 B FUEL 100LL, MOGAS NOTAM FILE SFY

RWY 13-31: H4001X60 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

**AIRPORT REMARKS:** Unattended. Fuel available 24 hrs with credit card.  
 Wild geese on and invof arpt. MIRL Rwy 13-31 preset on low ints;  
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler  
 system opr seasonally under AER 31.

**WEATHER DATA SOURCES:** AWOS-3 118.65 (815) 273-4429.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ QUAD CITY APP/DEP CON 125.95 (1130-0430Z‡)

CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

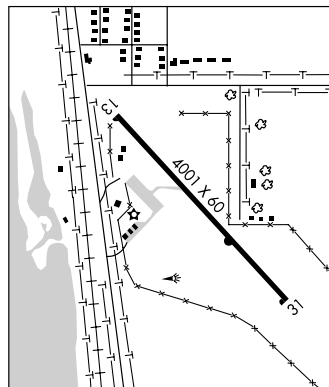
W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** AWOS temporarily unreliable.

CHICAGO

L-28G

IAP



**SCHAUMBURG MUNI HELISTOP** (See CHICAGO/SCHAUMBURG)

**SCHAUMBURG RGNL** (See CHICAGO/SCHAUMBURG)

**SCHUY-RUSH** (See RUSHVILLE)

**SCOTT AFB/MIDAMERICA** (See BELLEVILLE)

**SHELBY CO** (See SHELBYVILLE)

**SHELBYVILLE** N39°24.40' W88°50.62'. NOTAM FILE STL.

ST LOUIS

NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

L-27C

**SHELBYVILLE**

**SHELBY CO** (2H0) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

ST LOUIS

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

L-27C

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

IAP

RWY 18: Road.

RWY 36: PVASI(P SIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree.

RWY 32: Thld dsplcd 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dsplcd 484'. Road.

RWY 22: Tree.

**AIRPORT REMARKS:** Attended 1400Z‡-dusk. Rwy 36 PVASI OTS indef.  
 Rwy 04 and Rwy 32 dsplcd thlds marked with white gravel 2' wide.  
 Twy guidance at ngt utilize blue reflectors. Boundaries for Rwy  
 04-22 and Rwy 14-32 are marked with white painted lines  
 spaced at 400' intervals.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

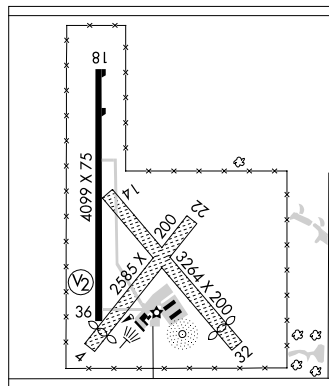
KANSAS CITY CENTER APP/DEP CON 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.

DECATUR (H) VORTAC 117.2 DEC Chan 119 N39°44.25'

W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40' W88°50.62' at  
 fld. Unmonitored. NOTAM FILE STL.



**SKYDIVE CHICAGO** (See OTTAWA)

**SOUTHERN ILLINOIS** (See CARBONDALE/MURPHYSBORO)**SPARTA COMMUNITY—HUNTER FLD** (SAR) 2 N UTC-6(-5DT) N38°08.94' W89°41.92'**ST LOUIS**

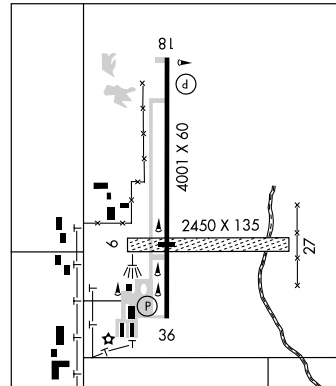
538 B S4 FUEL 100LL, JET A NOTAM FILE SAR

**L-16H****RWY 18-36:** H4001X60 (ASPH) S-5 MIRL 0.4% up N**IAP****RWY 18:** REIL. PAPI(P4L)—GA 3.0°TCH 20'. Tree.**RWY 36:** PAPI(P4L)—GA 3.0°TCH 20'. Tree.**RWY 09-27:** 2450X135 (TURF) 0.5% up W**RWY 09:** Building.**RWY 27:** Tree.

**AIRPORT REMARKS:** Attended 1400-0000Z+. Self svc fuel avbl 24 hrs with credit card. There is a 60' by 60' conc pad E of fueling area for helo parking. Migratory waterfowl NW of Rwy 18-36. Rwy 09 and 27 marked with white cones. MIRL Rwy 18-36 and wind indicator preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and Twy A—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (618) 443-3296.**COMMUNICATIONS:** CTAF/UNICOM 123.075**® ST LOUIS APP/DEP CON 125.2****RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 234° 30.2 NM to fld. 546/4E.

**HIWAS.****SPINNER** N39°50.38' W89°40.66' NOTAM FILE SPI.**ST LOUIS****(H) VORTACW** 112.7 SPI Chan 74 at Abraham Lincoln Capital. 586/1W.**H-5D, L-27C****RCO 122.25** (ST LOUIS RADIO)

## SPRINGFIELD

## ABRAHAM LINCOLN CAPITAL

(SPI) 3 NW UTC-6(-5DT) N39°50.65' W89°40.69'

ST LOUIS

598 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE SPI

H-5D, L-27C

RWY 04-22: H8001X150 (CONC-GRVD) S-100, D-200, ST-175, DT-350 HIRL

IAP, AD

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 56'. Tree.

RWY 22: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 13-31: H7400X150 (ASPH-GRVD) S-70, D-90, ST-114,

DT-160 HIRL

RWY 13: REIL. PAPI(P4R) GA 3.0° TCH 36'. Trees.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 18-36: H5300X150 (ASPH-CONC) S-60, D-70, ST-89,

DT-130 MIRL

RWY 18: Tree.

RWY 36: Tree.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	3200
RWY 22	13-31	4150
RWY 31	04-22	3350
RWY 36	13-31	3000

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA-7999	TODA-7999	ASDA-7999	LDA-7999
RWY 13:	TORA-7400	TODA-7400	ASDA-7217	LDA-7217
RWY 18:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300
RWY 22:	TORA-7999	TODA-7999	ASDA-7999	LDA-7999
RWY 31:	TORA-7400	TODA-7400	ASDA-7000	LDA-7000
RWY 36:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300

## ARRESTING GEAR/SYSTEM

RWY 04: BAK-14 BAK-12(B) (1329')

BAK-14 BAK-12 (1329') RWY 22

RWY 13 BAK-12(B) (800')

**AIRPORT REMARKS:** Attended continuously. Rwy 18-36 CLOSED 0400-1200Z. Birds on and in/ovf arpt. Be alert; a 10' lgtd barricade separates the air carrier and the south general aviation ramp. General aviation access to and parking on the air carrier ramp is prohibited. Twy Y not available for air carrier ops with more than 30 passenger seats. During snow removal ops equipment operators will monitor CTAF when the twr is clsd. Rwy 13 PAPI OTS indef. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 04-22, MALSR Rwy 04, Rwy 22 and Rwy 31, VASI Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and VASI Rwy 04, Rwy 22 opr continuously. MIRL Rwy 18-36 ints preset on/off per wind conditions when twr clsd. Class I ARFF Index A. AARF Index C equipment avbl upon req; call 217-788-1080. Rwy 18-36 400' concrete N end. NOTE: See Special Notices—Aerobatic Practice Areas.

**WEATHER DATA SOURCES:** ASOS (217) 789-7389. LLWAS.**COMMUNICATIONS:** CTAF 121.3 ATIS 127.65 UNICOM 122.95

SPINNER RCO 122.25 (ST LOUIS RADIO)

® SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

SPRINGFIELD TOWER 121.3 (1200-0400Z) GND CON 121.9 CLNC DEL 121.7

**AIRSPACE:** CLASS C svc 1200-0400Z etc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' at fld. 586/1W.

HUSKK NDB (MHW/LOM) 382 SP N39°46.39' W89°45.59' 043° 5.7 NM to fld.

CALDE NDB (LOM) 240 CJ N39°47.68' W89°35.56' 308° 4.9 NM to fld. Unmonitored.

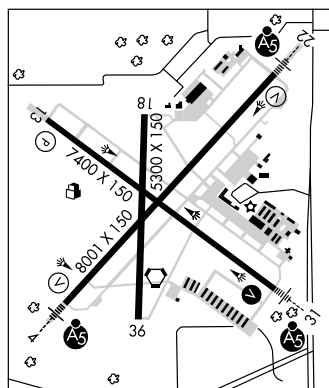
LICOL NDB (MHW/LOM) 375 LQ N39°54.72' W89°36.18' 221° 5.3 NM to fld.

ILS 109.5 I-SPI Rwy 04. Class IT. LOM HUSKK NDB. ILS unmonitored when twr clsd.

ILS 111.7 I-LQY Rwy 22. Class IA. LOM LICOL NDB. ILS unmonitored when twr clsd.

ILS 110.15 I-CJF Rwy 31. Class IE. LOM CALDE NDB. ILS unmonitored when twr clsd. Glide slope unmonitored.

ASR (1200-0400Z)



**STERLING/ROCKFALLS****WHITESIDE CO ARPT—JOS H BITTORF FLD** (SQI) 2 S UTC-6(-5DT) N41°44.57' W89°40.58'**CHICAGO**

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H-5D, L-286

RWY 07-25: H6498X150 (ASPH-PFC) S-50, D-60, DT-90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

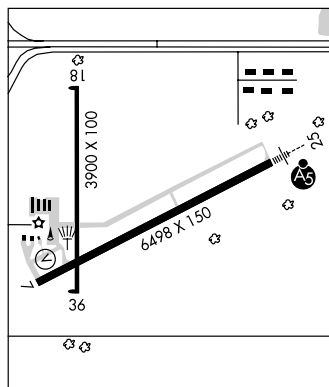
RWY 18-36: H3900X100 (ASPH-GRVD) S-18 MIRL

RWY 18: REIL. Brush. RWY 36: REIL. Road.

**AIRPORT REMARKS:** Attended Oct-Apr 1400-0000Z†, May-Sep 1400-0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07-25; MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (815) 626-2704.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**POLO (L) VOR/DME** 111.2 PLL Chan 49 N41°57.94'W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.****NDB (MHW)** 254 **BOZ** N41°42.67' W89°47.14' 068° 5.3 NM to fld.**ILS** 111.5 **I-SQI** Rwy 25 Unmonitored. Localizer BC

unusable byd 15 NM.

**TAYLORVILLE MUNI** (TAZ) 2 SW UTC-6(-5DT) N39°31.95' W89°19.84'**ST LOUIS**

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L-27C

RWY 18-36: H4001X75 (ASPH-PFC) MIRL

IAP

RWY 18: REIL. PVASI(P SIL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P SIL)—GA 3.0° TCH 34' Tree.

RWY 09R-27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P SIL)—GA 3.0° TCH 26'. Trees. Rgt tfc.

RWY 27L: REIL. PVASI(P SIL)—GA 4.0° TCH 33'. Tree.

RWY 09L-27R: 1920X180 (TURF)

RWY 09L: Tree.

RWY 27R: Thld dsplcd 300'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended May-Oct Mon-Thu 1400-0000Z†,

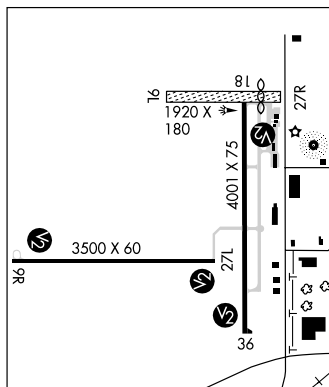
May-Oct Fri-Sun 1400-0100Z†, Oct-May 1400-0000Z†.

Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L-27R 1222(600).

PVASI left side of Rwy 18 750' from apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R thld and dsplcd thld marked with L-shaped white rock. Rwy 18 PVASI opr only when

rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6°

rgt/8° left of course. MIRL Rwy 18-36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R-27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 395 TAZ (217) 824-9323.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z†)**KANSAS CITY CENTER APP/DEP CON** 124.3 (0400-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPI.**SPINNER (H) VORTACW** 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.**NDB (MHW)** 395 **TAZ** N39°32.17' W89°19.42' at fld. **AWOS-3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.**TINLEY PARK HELISTOP** (See CHICAGO/TINLEY PARK)**TRI—COUNTY** (See YATES CITY)**TRI—TOWNSHIP** (See SAVANNA)

**TROY** N38°44.35' W89°55.12' NOTAM FILE STL.

ST LOUIS

(L) VORTACW 116.0 TOY Chan 107 090° 5.3 NM to St Louis Metro-East/Shafer Fld.  
570/4E.

H-5D, L-27C, A

**TUNGG** N40°36.34' W89°35.59' NOTAM FILE PIA.

CHICAGO

NDB (MHW/LOM) 356 PI 307° 5.8 NM to Greater Peoria Rgnl.

L-27C

**TUSCOLA** (K96) 2SW UTC-6(-5DT) N39°46.85' W88°18.37'

ST LOUIS

665 S4 FUEL 80, 100LL TPA-1465(800) NOTAM FILE STL

RWY 09-27: 2660X30 (GRVL) LIRL

RWY 09: Tree. RWY 27: Thld dsplcd 660'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri, 1400-2200Z±. Rwy 09-27 surface is a chip and seal. Rwy 27 dsplcd thld lgts NSTD, consist of two on each side spaced at 10' btn lgts. Seasonal crops AER 09 can periodically block view of thld lgts. There is no lighted, marked dsplcd thld for ngt ops. Rwy lighting alignment does not define center of rwy. NOTE: See Special Notices—Model Rocket Activity.

**COMMUNICATIONS:** CTAF 122.9

**UNIVERSITY OF ILLINOIS—WILLARD** (See CHAMPAIGN/URBANA)

## URBANA

**FRASCA FLD** (C16) 1 N UTC-6(-5DT) N40°08.78' W88°11.91'

CHICAGO

735 FUEL 100LL, JET A OX 3 TPA-1535(800) NOTAM FILE STL

L-27C

RWY 09-27: H4001X55 (CONC) MIRL 0.3% up W

IAP

RWY 09: Tree. RWY 27: Pole. Rgt tfc.

RWY 18-36: 3654X140 (TURF)

RWY 36: Thld dsplcd 318'. Pole.

**AIRPORT REMARKS:** Attended dawn-dusk.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHAMPAIGN RCO 122.45, 122.1R, 110.0T (ST LOUIS RADIO)

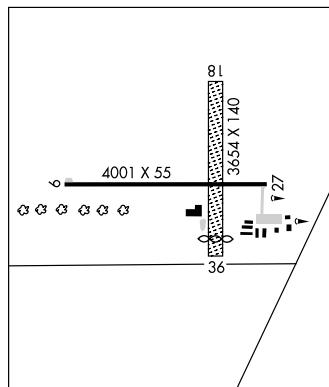
® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 025° 7.6 NM to fld. 745/3E.



**VANDALIA** N39°05.62' W89°09.75' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 114.3 VLA Chan 90 178° 6.2 NM to Vandalia Muni. 604/4E.

H-5E, L-27C

RCO 122.1R 114.3T (ST LOUIS RADIO)

**VANDALIA MUNI** (VLA) 3 NW UTC-6(-5DT) N38°59.49' W89°09.97'

ST LOUIS

537 B FUEL 100LL, JET A NOTAM FILE STL

L-27C

RWY 18-36: H3752X100 (ASPH-PFC) S-21 MIRL

IAP

RWY 18: REIL. PAPI (P4L)—GA 3.0 TCH 20'. Road.

RWY 36: Road.

RWY 09-27: H3001X75 (ASPH) S-19 MIRL

RWY 09: Tree.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z. Fuel is self-serve with credit card. Parachute Jumping. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 18, and REILS Rwy 18 and Rwy 27—CTAF.

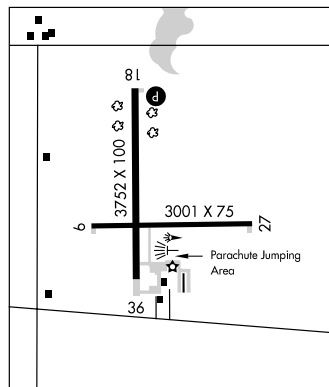
**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 124.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

(L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75'  
178° 6.2 NM to fld. 604/4E.

**VEALS** N39°57.97' W88°10.95' NOTAM FILE CMI.

CHICAGO

NDB (LOM) 407 CM 315° 6.2 NM to University of Illinois-Willard.

**VERMILION RGNL** (see DANVILLE)**WATSON****PERCIVAL SPRINGS** (2T2) 1 SE UTC-6(-5DT) N39°00.84' W88°32.34'

ST LOUIS

550 B TPA-950(400) NOTAM FILE STL

RWY 18-36: 2000X100 (TURF) LIRL (NSTD)

RWY 18: Road.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1400Z-dusk. Predominantly ultralight and stol activity on and invof arpt. Pilots advised to monitor 122.8 due to close proximity of Effingham Co Mem. EMS helicopter operation with extensive activity is based at this arpt. Rwy 18-36 NSTD LIRL, lgts are solar powered and lgt ints varies. Windsock on top of building is lgt'd with flood lgt. Rwy 18 ends marked with one orange cone on each side of rwy end.

**COMMUNICATIONS:** CTAF 122.9**WAUKEGAN RGNL** (See CHICAGO/WAUKEGAN)**WAUKE** N42°27.84' W87°48.09' NOTAM FILE DPA.

CHICAGO

NDB (LOM) 379 UG 233° 3.4 NM to Waukegan Rgnl.

**WAYNE CO** N38°22.80' W88°24.59' NOTAM FILE FWC.

ST LOUIS

NDB (MHW) 257 FWC at Fairfield Muni.

L-27C

**WEST CHICAGO** (See CHICAGO/WEST CHICAGO)**WHEELING** (See CHICAGO/WHEELING)**WHITESIDE** N41°42.67' W89°47.14' NOTAM FILE IKK.

CHICAGO

NDB (MHW) 254 BOZ 068° 5.3 NM to Whiteside Co Arpt-Jos H. Bittorf Fld.

L-286

**WHITESIDE CO ARPT-JOS H BITTORF FLD** (See STERLING/ROCKFALLS)**WILLIAMSON CO RGNL** (See MARION)**YATES CITY****TRI-COUNTY** (2C6) 03 W UTC-6(-5DT) N40°46.44' W90°04.47'

CHICAGO

661 NOTAM FILE IKK

RWY 02-20: 2809X150 (TURF) LIRL (NSTD)

RWY 02: Trees.

RWY 20: Trees.

**AIRPORT REMARKS:** Attended on call. Geese on and invof arpt. ACTIVATE NSTD LIRL Rwy 02-20—CTAF. Rwy 02-20 NSTD LIRL due to spacing. Rwy 02-20 thld marked with white gravel.

**COMMUNICATIONS:** CTAF 122.9



### 2009 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2009, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2009 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
October	24-25		Fort Worth, TX		Fort Worth, TX
	24-25				Pinehurst, NC
	31		Houston, TX		
November	1		Houston, TX		
	7-8	Homestead AFB, FL	Jacksonville Beach, FL		
	13-14		NAS Pensacola, FL		
	14-15	Nellis AFB, NV			

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

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**MODEL ROCKET ACTIVITY IN ILLINOIS****Hillsboro Municipal Airport (3K4), Hillsboro, IL**

Model Rocket activity will be conducted within a 2 NM radius of the VLA273011, SFC to 8,000 Feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Tuscola Airport (K96), Tuscola, IL**

Model Rocket activity will be conducted within a 2 NM radius of Tuscola Airport (K96), SFC to 10,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**AEROBATIC PRACTICE AREAS IN ILLINOIS****Litchfield Municipal Airport (3LF), Litchfield, IL**

Aerobatic practice will be conducted within 2 NM radius of Litchfield Municipal Airport (3LF), from 1,700 feet MSL to 4,200 feet MSL. The practice area is for waiver holders only. Pilots should use caution when opr within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Smith Airport (LL27), Macomb, IL**

Aerobatic practice will be conducted within 2 NM radius of Smith Airport (LL27), SFC to 4,100 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Williamson County Regional Airport (MWA), Marion, IL**

Aerobatic practice will be conducted within 1 NM radius of Williamson County Regional Airport (MWA), SFC to 5,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Pinckneyville-DuQuoin Airport (PJY), Pinckneyville, IL**

Aerobatic practice will be conducted within 2 NM radius of Pinckneyville-DuQuoin Airport (PJY), SFC to 3,900 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Springfield IL, Abraham Lincoln Capital Airport (SPI)**

Aerobatic practice will be conducted within 1.5 NM radius of Springfield VOR SPI160010, from 2,100 feet MSL to 4,600 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**AEROBATIC PRACTICE AREA****Norris Field (8I12), Richmond, IN**

Aerobatic Flight Activity will be conducted within 1 (one) NM radius of the Richmond (RID) VORTAC 193R/6 DME. Flights will occur from 800' AGL to 3,500' AGL. Pilots should use caution when operating within this area. For further information, Contact Dayton APP CON at 1-937-454-7310 or freq. 134.45.

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**AEROBATIC PRACTICE AREA****Skyway Estates Airport (60G), Eaton Rapids, MI**

Aerobatic Flight Activity will be conducted within a 1 (one) NM radius of the Lansing (LAN) VORTAC 171R/8DME. Flights will occur from SR to SS from 2,500 MSL to 6,000 MSL.

Pilots should use caution when operating within this area. For further information, contact Lansing ATCT at 1-517-321-1355 or freq. 119.9.

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**Search Light Activity  
Dayton, OH**

Search light activity will be conducted at the Dayton Schuster Performing Arts Center, Dayton, OH (FFO VORTAC 241/7.23, Lat 39-45-39.56N, Lon 084-11-32.94W) at and above 1500 MSL, from dusk until midnight. Searchlight beams may be injurious to pilots/passengers eyes at 1500 MSL and above. Flash blindness or cockpit illumination may occur at greater distances, to several miles. For further information, contact Dayton AFSS at 937-454-8398.

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**COMMUNICATIONS ADVISORIES****Indianapolis ARTCC****NABB INDIANA AREA****New Hope, London, Lexington Kentucky Area**

Indianapolis Center has installed frequencies in the southern portion of their airspace that require 720-channel radio capability.

Pilots should be aware that if they fly in the Nabb, IN, or the New Hope, London, and Lexington, KY, area without a 720-channel radio, ATC services will be greatly reduced. Traffic advisories, weather information, airport information, along with any other direct communication services will not be available.

While in this area of Indianapolis Center, pilots without 720-channel capability will, in most cases, monitor Flight Service Stations. There will be a noticeable delay in all clearance activity. Please ensure that ATC has adequate lead time in the event of problems or clearance requirements.

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**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS  
CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD)  
CHICAGO, ILLINOIS**

Chicago O'Hare International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 10 at Taxiway ZH  
Runway 14L at Taxiway U2  
Runway 14L at Taxiway V  
Runway 28 at Taxiway ZY  
Runway 28 at Taxiway ZV  
Runway 32R at Taxiway V  
Runway 32L at Taxiway T10  
Runway 32L at Taxiway M

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower unless the aircraft's position can be verified by the Airport Surface Detection Equipment (ASDE) prior to the issuance of a departure clearance. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only, departures shall not be permitted from any point on the runway other than the intersections listed above, and only one aircraft at a time is permitted to taxi into position and hold on each respective runway.

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**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS  
INDIANAPOLIS INTERNATIONAL AIRPORT (IND)  
INDIANAPOLIS, INDIANA**

Indianapolis International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 23L at Taxiways "C2" and "D2"  
Runway 23R at Taxiways "A2" and "B2"

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

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**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS  
GENERAL MITCHELL INTERNATIONAL AIRPORT (MKE)  
MILWAUKEE, WISCONSIN**

Milwaukee Mitchell International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersection listed below.

**Runway 19R at Taxiway Victor**

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise.

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**INTERSECTING RUNWAY OPERATIONS**

**CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD)  
CHICAGO, ILLINOIS**

Chicago O'Hare International (ORD) Airport Traffic Control Tower (ATCT) has been authorized to conduct intersecting runway operations to Runway 28 and Runway 14R whereby an aircraft departing Runway 28 shall be through the intersection of Runway 14R prior to the arriving aircraft on Runway 14R reaching a point no closer than 5,000 feet from the intersection of both runways.

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**SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS  
CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD)  
CHICAGO, ILLINOIS**

Chicago O'Hare International (ORD) Airport Traffic Control Tower (ATCT) has been authorized to conduct arrivals to Runways 14L & 14R while conducting simultaneous opposite direction departures off of runways 09R & 28 during IFR weather conditions. ORD ATCT is authorized to conduct simultaneous converging instrument approaches to runways 14R & 22R while conducting simultaneous opposite direction departures off of runways 09R & 28 during IFR weather conditions.

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**SIMULTANEOUS ILS APPROACHES WITH ONE GLIDE SLOPE OUT OF SERVICE  
CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD)  
CHICAGO, ILLINOIS**

Chicago O'Hare International Airport Traffic Control Tower and Chicago TRACON have been authorized to conduct independent simultaneous ILS approaches with the glide slope of one parallel runway inoperative.

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**ILS PRM (SIMULTANEOUS CLOSE PARALLEL) PROCEDURE FOR  
PILOTS FILING FLIGHT PLANS TO CLEVELAND-HOPKINS  
INTERNATIONAL (CLE)**

Effective Thursday, May 12, 2005. During the hours of 0700-2200 local, CLE ATCT may utilize ILS PRM and LDA PRM apchs to Runways 6L/6R as weather and arrival traffic demand dictate. Aircraft arriving from the west and north (primarily over ZABER and HIMEZ INT.) should expect ILS PRM Runway 6L, aircraft arriving from the east and south (primarily over CXR and KEATN INT.) should expect LDA PRM Runway 6R. If unable to participate in PRM apchs acft operators are required to contact FAA ATCSCC directly at 1-800-333-4286 or at 703-904-4452 prior to departure to obtain a pre-coordinated arrival time. Non-participating acft may encounter DLAS attributable to PRM flow. Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled Attention All Users of ILS Precision Runway Monitor (PRM) or LDA Precision Runway Monitor (PRM).

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**SPECIAL NORTH ATLANTIC, CARIBBEAN AND  
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

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### **CHICAGO, ILLINOIS CHICAGO O'HARE VOR/DME**

DME unlocks can occur periodically due to ground station overload when more than 100 aircraft interrogations are received at the same time. The problem may occur when aircraft are being held in the Chicago (O'Hare) terminal area awaiting approach clearance at O'Hare. Possibilities of the problem occurring are reduced by users deactivating interrogators during nonuse or switching to an ILS DME whenever possible. Deactivating interrogators on the ground is especially important since nearby aircraft cause more overload than distant ones.

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### **MILITARY TRAINING ROUTES**

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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### **CIVIL USE OF MILITARY FIELDS**

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing.

An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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### **AIRCRAFT LANDING RESTRICTIONS**

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands and waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

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## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

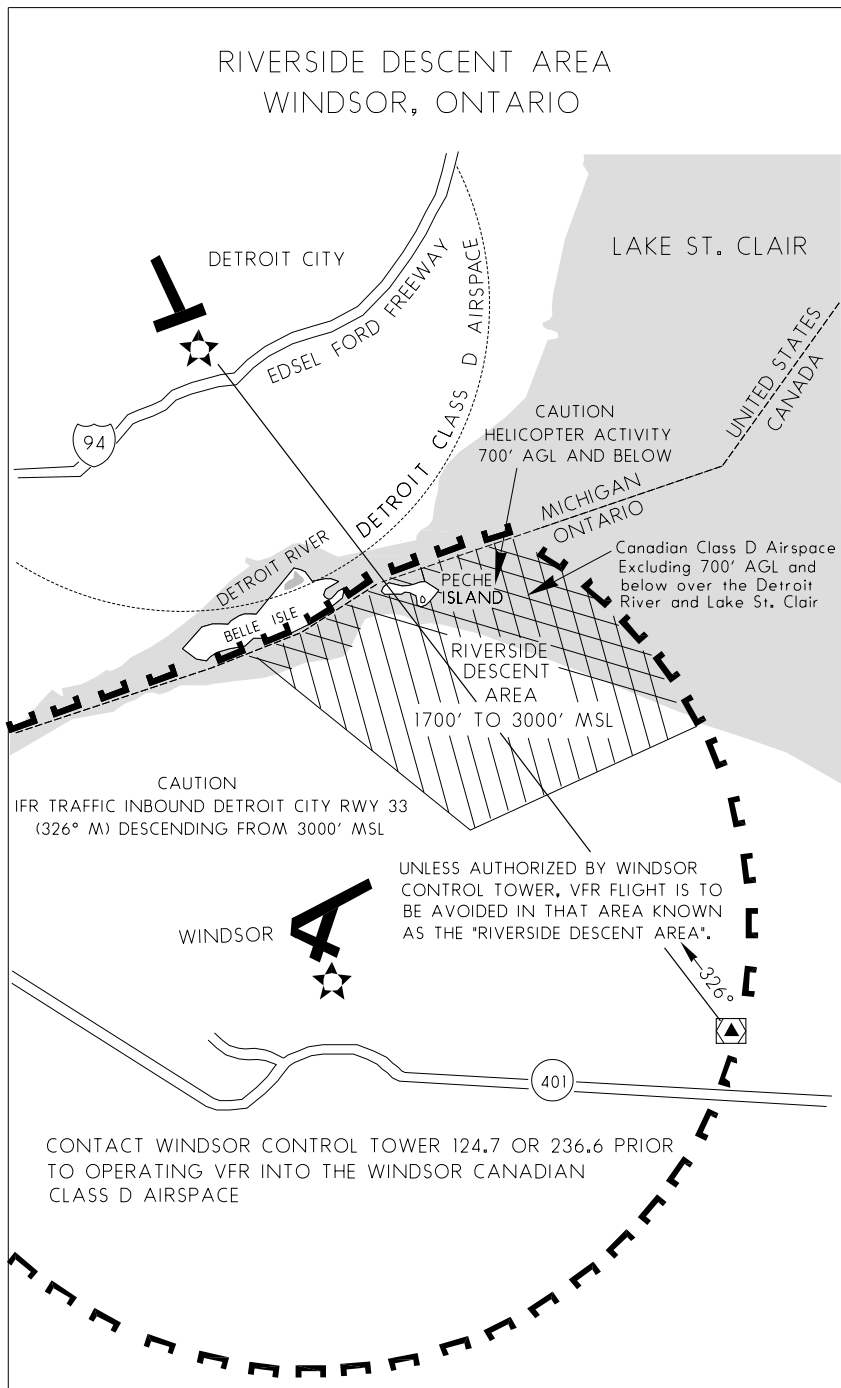
In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

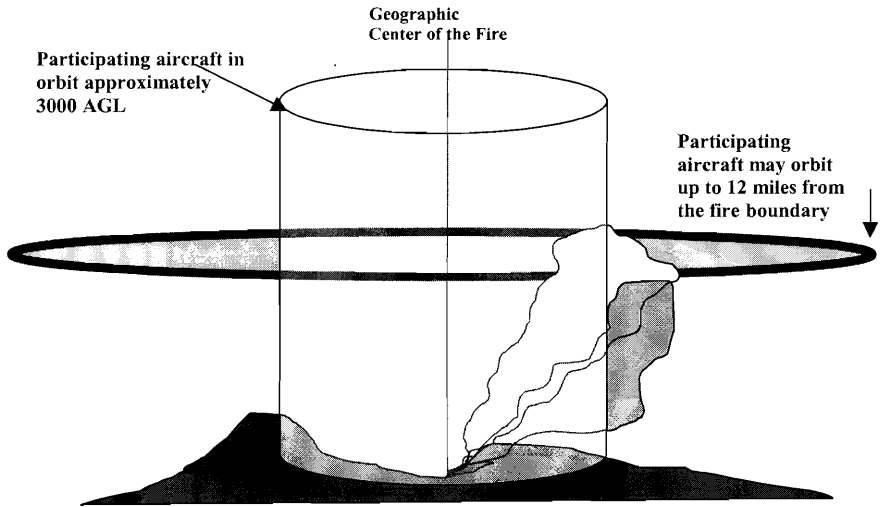
The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ) .....	08	Milwaukee, WI (MKE) .....	01L
Anchorage, AK (ANC) .....	07R	Minneapolis, MN (MSP) .....	30L
Andrews AFB, MD (ADW) .....	01L	Nashville, TN (BNA) .....	02L
Atlanta, GA (ATL) .....	09R	New Orleans, LA (MSY) .....	10
Baltimore, MD (BWI) .....	10	New York, NY (JFK) .....	04R
Bismarck, ND (BIS) .....	31	New York, NY (LGA) .....	22
Boise, ID (BOI) .....	10R	Newark, NJ (EWR) .....	04R
Boston, MA (BOS) .....	04R	Oklahoma City, OK (OKC) .....	35R
Charlotte, NC (CLT) .....	36L	Omaha, NE (OMA) .....	14R
Chicago, IL (ORD) .....	14R	Ontario, CA (ONT) .....	26L
Cincinnati, OH (CVG) .....	36C	Philadelphia, PA (PHL) .....	09R
Cleveland, OH (CLE) .....	06R	Phoenix, AZ (PHX) .....	08
Dallas/Fort Worth, TX (DFW) .....	17C	Pittsburgh, PA (PIT) .....	10L
Denver, CO (DEN) .....	35R	Reno, NV (RNO) .....	16R
Des Moines, IA (DSM) .....	31	Salt Lake City, UT (SLC) .....	34L
Detroit, MI (DTW) .....	03R	San Antonio, TX (SAT) .....	12R
El Paso, TX (ELP) .....	22	San Diego, CA (SAN) .....	09
Fairbanks, AK (FAI) .....	01L	San Francisco, CA (SFO) .....	28R
Great Falls, MT (GTF) .....	03	San Juan, PR (SJU) .....	08
Honolulu, HI (HNL) .....	08L	Seattle, WA (SEA) .....	16C
Houston, TX (IAH) .....	26L	St. Louis, MO (STL) .....	30R
Indianapolis, IN (IND) .....	05L	Tampa, FL (TPA) .....	36L
Jacksonville, FL (JAX) .....	07	Tulsa, OK (TUL) .....	36R
Kansas City, MO (MCI) .....	19R	Washington, DC (DCA) .....	01
Los Angeles, CA (LAX) .....	24R	Washington, DC (IAD) .....	01R
Memphis, TN (MEM) .....	36L	Wichita, KS (ICT) .....	01L
Miami, FL (MIA) .....	08R		

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.



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**FIREFIGHTING TRAFFIC AREAS**

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.



The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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### **LORAIN (ELYRIA), OHIO LORAIN COUNTY AIRPORT TRAFFIC RULE**

Part 93, Subpart J, requires each person piloting an airplane landing at the Lorain County Rgnl Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute departure turn to the north as soon as practicable after takeoff.

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### **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

**NOTE:** Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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## FSS TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

**Selected remote FSS** facilities across the contiguous United States have variable part-time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

### EAST CENTRAL U.S.

**ILLINOIS:** Kankakee, Greater Kankakee (IKK)—**IKK FSS**

**MICHIGAN:** Lansing, Capital City (LAN)—**LAN FSS**

**Telephone Information Briefing Service (TIBS)** is the FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

### NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings ..... 1-800-WX-BRIEF (1-800-992-7433)

### OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) ..... 1-800-4TIBS-WX (1-877-484-2799)

Clearance Delivery Only ..... 1-888-766-8267

Lifeguard Flights Only ..... 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ \* ..... 1-866-225-7410

\* District of Columbia Special Flight Rules Area & Flight Restricted Zone

# **KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)**

**TAF** KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT  
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA  
OVC008CB  
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR  
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB  
18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
<b>TAF</b>	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	<b>METAR</b>
<b>KPIT</b>	ICAO location indicator	<b>KPIT</b>
<b>091730Z</b>	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	<b>091955Z</b>
<b>091818</b>	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	<b>COR</b>
<b>15005KT</b>	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>Varia</u> ble); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	<b>22015G25KT</b>
<b>5SM</b>	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in <b>TAF</b> <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	<b>3/4SM</b>
	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"</u> / <u>"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>Feet</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No change</u> )	<b>R28L/2600FT</b>
<b>HZ</b>	Significant present, forecast and recent weather: see table (on back)	<b>TSRA</b>
<b>FEW020</b>	Cloud amount, height and type: <u>SKY</u> Clear 0/8, <u>FEW</u> >0/8-2/8, <u>SCa</u> tered 3/8-4/8, <u>BroKe</u> N 5/8-7/8, <u>Over</u> cast 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>Cumulonim</u> Bus in <b>METAR</b> ; in <b>TAF</b> , only <u>CB</u> . <u>Vertical</u> <u>Visi</u> bility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In auto-mated <b>METAR</b> reports only, <u>CLea</u> R for "clear below 12,000 feet"	<b>OVC010CB</b>
	Temperature: degrees Celsius; first 2 digits, temperature <u>"</u> / <u>"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	<b>18/16</b>
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)	<b>A2992</b>

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
<b>WS010/31022KT</b>	In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"Z"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	<b>RMK</b> <b>SLP045</b> <b>T01820159</b>
<b>FM1930</b>	In <b>METAR</b> , <u>ReMarK</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
<b>TEMPO 2022</b>	<u>FroM</u> and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
<b>PROB40 0407</b>	<u>TEMPO</u> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>BECMG 1315</b>	<u>PROB</u> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
	<u>BEC</u> oMinG: change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

## QUALIFIER

### Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

### Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

## WEATHER PHENOMENA

### Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

### Obscuration

BR Mist ( $\geq 5/8$ SM)	FG Fog ( $< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

### Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**

**NOAA/PA 96052**

**National Oceanic and Atmospheric Administration—National Weather Service**

# FAA AND NWS

## KEY AIR TRAFFIC FACILITIES

### Air Traffic Control System Command Center

Main Number.....703-904-4400

#### RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

#### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

#### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

# KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	973-645-3103
Norman Y. Mineta San Jose Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-643-3200	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-643-3200	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-661-6031
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	407-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remotest transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

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**®CHICAGO CENTER** 127.8 125.2

**H-2-5-10-12, L-12-27-28-31, A-1**  
**(KZAU)**

**Aurora** – 123.75  
**Burlington** – 135.6  
**Chicago Heights** – 132.95  
**Crown Point** – 127.8  
**Danville** – 135.75  
**Des Plaines** – 133.2 128.65 120.35  
**Downers Grove** – 135.75 127.6  
**Dubuque** – **127.775** 133.95 **125.225**  
**Ft. Wayne** – **126.325** 119.85  
**Goshen** – 133.9 135.9 127.55  
**Grand Rapids** – **126.125** 128.4  
**Hampshire** – 134.2 133.35  
**Horicon** – 135.55 **132.75** **132.225**  
**Jones** – **125.975** **120.225**  
**Kankakee** – 132.5 120.125 **118.225**  
**Lafayette** – 123.85  
**Leroy** – 119.225  
**Lone Rock** – 133.3  
**Maple Park** – 127.075  
**Milford** – **135.4** **132.5** 127.45 125.05 120.175  
**Milwaukee** – 134.75 132.3 125.1  
**Moline** – **135.825** 118.75  
**Monroe** – **133.425**  
**Muskegon** – **132.27**  
**Oshkosh** – 132.1  
**Pullman** – 128.5  
**Rockford** – **120.375**  
**Rossville** 125.375 **120.975**  
**South Bend** – **135.35**  
**Volk Fld** 125.05

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**®CLEVELAND CENTER**
**H-2-5-10-11, L-27-28-29-30-31-32, A-2**  
**(KZOB)**

**Algonac** – **134.775** 132.25 **126.525**  
**Belmont** – **135.175** **124.425** 120.4  
**Carleton** – **134.775** 119.95  
**Chardon** – 120.775  
**Detroit (North)** – **120.075**  
**Findlay** – 135.1 **127.675**  
**Flint** – 127.7 126.75  
**Holland** – **135.775** **121.175**  
**Jackson** – 134.65 127.3  
**Litchfield** – **135.725** 134.65 120.45  
**Mansfield** – 134.9 **133.375**  
**Mt Hope** – 120.6  
**Paris** – 128.15 120.6  
**Saginaw** – **133.525** 127.7  
**Sandusky** – 132.45 127.9 **119.875** **119.325**  
**Waterville** – 128.625

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**® INDIANAPOLIS CENTER – 133.425 132.775 128.375****H-5-9-10-12, L-16-25-26-27-29****(KZID)**

125.55 124.525 119.55

**Brookville – 135.8 135.125 120.575****Evansville – 132.525 128.3****Henryville – 134.275 133.05 124.775****London – 134.0 128.775 126.57 124.8 120.475****Marietta – 125.55****Merwyn – 135.575 134.7 123.925****Muncie – 120.65****New Hope – 124.625 121.175****Portsmouth – 135.575 124.225 120.275****Rosewood – 128.075****Terre Haute – 134.175 132.2****Winchester – 128.22 126.375 123.775****Zanesville – 133.775 132.825 125.075 124.45****® KANSAS CITY CENTER – 135.3****H-5-6, L-10-15-16-27, A-2****(KZKC)****Decatur – 132.1 124.3****Effingham – 135.05 133.225 124.3****Kirksville – 134.625 132.6****Marion – 125.3****Mt Vernon – 132.875 127.7****Quincy – 135.525****St Charles – 125.9 121.25****St Louis – 128.1 127.225 125.5****Vandalia – 125.725****® MINNEAPOLIS CENTER****H-2-5-10-11, L-10-12-13-14-27-28-31****(KZMP)****Central Wisconsin – 124.4****Duluth – 134.675 134.55 134.55 127.9****Eau Claire – 133.75 125.3****Escanaba – 127.65****Farmington – 133.7****Flying Cloud – 133.7 121.05****Green Bay – 125.55****Hayward – 126.45****Houghton – 127.2****Iron Mountain – 133.45 121.25****Ironwood – 133.55****La Crosse – 128.6 118.85****Mosinee – 124.4****Pellston – 134.6 132.425****Princeton – 121.05****Rhineland – 123.725 133.65****Rochester – 132.35****Saginaw – 118.05****Sawyer – 119.1****Swinns Valley – 135.7 134.85****Traverse City – 132.9****White Cloud – 132.55 120.85**



VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAIDS are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

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**CLEVELAND AFSS**

AKRON VOR/DME 114.4T 122.1R  
BELLAIRE VOR/DME 117.1T 122.1R  
BRIGGS VOR/DME 112.4T 122.1R  
CHARDON VOR/DME 112.7T 122.1R  
CLEVELAND RCO 122.1R 122.2 **122.35**  
DRYER VOR/DME 113.6T 122.1R  
FINDLAY VORTAC 108.2T 122.1R 122.2 **122.65**  
JEFFERSON VOR/DME 115.2T 122.1R  
MANSFIELD VORTAC 108.8T 122.1R **122.6**  
NEWCOMERSTOWN VOR/DME 111.8T 122.1R  
SANDUSKY VOR/DME 109.2T 122.1R  
WATERVILLE VOR/DME 113.1T 122.1R  
YOUNGSTOWN VORTAC 109.0T 122.1R 122.2  
ZANESVILLE VOR/DME 111.4T 122.1R 122.2 **122.5**

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**DAYTON AFSS**

ALLEN COUNTY VOR 108.4T 122.1R  
ATHENS-ALBANY RCO 122.25  
APPLETON VORTAC 116.7T 122.1R  
CINCINNATI RCO **122.4**  
COLUMBUS RCO 122.2 **122.3**  
DAYTON RCO 114.5T 122.1R 122.2 **122.55**  
DAYTON VOR/DME 114.5T 122.1R  
GALLIPOLIS RCO 121.65  
HILLSBORO RCO 122.2  
ROSEWOOD VORTAC 117.5T 122.1R  
YELLOW BUD VOR 112.5T 122.1R

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**GREEN BAY AFSS**

ASHLAND RCO 122.25  
BLACK RIVER FALLS RCO 122.5  
CHIPPEWA RCO 123.65  
DELLS VORTAC 117.0T 122.1R  
EAU CLAIRE RCO 122.65 123.6  
ESCANABA RCO 122.3  
FALLS VOR/DME 110.0T 122.1R  
FOND DU LAC RCO 122.5  
GREEN BAY RCO 122.2 122.55  
HANCOCK RCO **122.525** 123.65  
HAYWARD VOR/DME 113.4T 122.1R  
IRON MOUNTAIN VOR/DME 111.2T 122.1R  
IRONWOOD RCO 122.3  
JANESVILLE VOR/DME 114.3T 122.1R  
KENOSHA VOR/DME 109.2T 123.6R  
LA CROSSE RCO 122.2 122.35  
LONE ROCK RCO 122.35  
MACKINAC ISLAND RCO 122.35  
MADISON RCO 122.6  
MARSHFIELD RCO 122.55  
MANITOWOC VOR/DME 111.0T 122.1R  
MENOMINEE VOR/DME 109.6T 122.1R  
MILWAUKEE RCO 122.4 122.65  
MOSINEE RCO **122.525**  
NEWBERRY RCO 122.4  
OSHKOSH VORTAC 111.8T 122.1R 122.25  
PHILLIPS RCO 122.05  
PLATTEVILLE RCO 122.5  
PRAIRIE DU CHIEN RCO 122.25  
RHINELANDER VORTAC 109.2T 122.1R  
RICE LAKE RCO 122.3  
SAULT STE MARIE VOR/DME 112.2T 122.1R  
SAWYER RCO 123.6  
SCHOOLCRAFT COUNTY RCO 122.25  
SIREN VOR/DME 109.4T 122.1R  
STEVENS POINT VORTAC 110.6T 122.1R  
TIMMERMAN VOR/DME 112.5T 123.6R  
WAUSAU RCO 122.4  
WEST BEND VOR 109.8T 122.1R  
WISCONSIN RAPIDS RCO 122.45  
WOODRUFF RCO 122.6

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**KANKAKEE AFSS**

BLOOMINGTON VOR/DME 108.2T 123.6R  
BRADFORD VORTAC 114.7T 122.05R 123.6  
CHICAGO HEIGHTS VORTAC 114.2T 122.1R  
CHICAGO MEIGS RCO **122.15**  
DUPAGE VOR/DME 108.4T 122.1R 122.3  
GALESBURG VOR/DME 109.8T 122.1R  
JOLIET VORTAC 112.3T 122.1R 122.5  
KANKAKEE VOR/DME 111.6T 122.1R 122.2  
MACOMB RCO **122.15**  
MOLINE RCO **122.6**  
NEW LENOX RCO 122.5  
PEORIA RCO 122.35  
PEOTONE VORTAC 113.2T 122.05R  
POLO VOR/DME 111.2T 122.1R  
PONTIAC VOR/DME 109.6T 122.1R  
ROCKFORD VOR/DME 110.8T 122.1R 122.65  
WAUKEGAN RCO 122.55

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**LANSING AFSS**

ALPENA VORTAC 108.8T 122.1R  
 BAD AXE RCO 122.65  
 BATTLE CREEK RCO 122.2  
 BARRIEN SPRINGS RCO 121.625  
 CARLETON VORTAC 115.7T 122.1R  
 DETROIT RCO 122.2 **122.55**  
 FLINT RCO 122.3  
 GAYLORD RCO 122.55  
 GRAND RAPIDS VOR/DME 115.95T 122.1R  
 JACKSON RCO 122.2  
 KALAMAZOO VOR/DME 109.0T 122.1R  
 KEELER VOR/DME 116.6T 122.1R  
 LANSING RCO 122.2  
 LITCHFIELD VOR/DME 111.2T 122.1R  
 LUDINGTON RCO 122.45  
 MANISTEE VOR/DME 111.4T 122.1R  
 MOUNT PLEASANT RCO 122.6  
 MUSKEGON RCO 122.5  
 PECK VORTAC 114.0T 122.1R  
 PELLSTON RCO 122.2 122.3 123.6  
 PONTIAC VORTAC 111.0T 122.15R  
 PULLMAN VOR/DME 112.1T 122.1R  
 SAGINAW RCO 122.2 122.4  
 SALEM VORTAC 114.3T 122.1R  
 TRAVERSE CITY RCO 122.2 **122.65**  
 WEST BRANCH RCO 122.35  
 WHITE CLOUD VORTAC 117.6T 122.1R

**SAINT LOUIS AFSS** 122.2 122.45

BIBLE GROVE VORTAC 109.0T 122.05R  
 CENTRALIA VORTAC 115.0T 122.1R  
 CHAMPAIGN VORTAC 110.0T 122.1R 122.45  
 DANVILLE VORTAC 111.0T 122.1R  
 DECATUR VORTAC 117.2T 122.1R 122.3  
 MARION VOR/DME 110.4T 122.1R  
 MATTOON VOR/DME 109.4T 123.6R  
 MOUNT VERNON VOR/DME 113.8T 122.05R  
 QUINCY VORTAC 113.6T 122.1R 122.5  
 ROBERTS VOR/DME 116.8T 122.1R  
 SAINT LOUIS REGIONAL RCO 122.05  
 SAMSVILLE VOR/DME 116.6T 122.1R  
 SPINNER VORTAC 112.7T 122.25  
 VANDALIA VORTAC 114.3T 122.1R

**TERRE HAUTE AFSS**

CROWNPOINT RCO 123.65  
 EVANSVILLE RCO 122.65  
 FORT WAYNE RCO 122.2 122.45  
 GOSHEN VORTAC 113.7T 122.1R  
 HOOSIER VORTAC 110.2T 122.1R  
 INDIANAPOLIS RCO 122.55  
 KNOX VOR/DME 115.6T 122.1R  
 KOKOMO VORTAC 113.5T 122.1R  
 LAFAYETTE RCO 122.2 122.35  
 MUNCIE VOR/DME 114.4T 122.1R  
 NABB VORTAC 112.4T 122.1R  
 OSGOOD RCO 122.25  
 RICHMOND VORTAC 110.6T 122.1R  
 SHELBYVILLE VORTAC 112.0T 122.1R  
 SOUTH BEND RCO 122.6  
 TERRE HAUTE RCO **122.65**  
 WASHINGTON RCO 122.2

**FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

**ILLINOIS**

DuPage Airport  
31W775 North Avenue  
West Chicago, Illinois 60185-1056  
Telephone: 630-443-3100

Capital Airport  
1250 North Airport Drive, Suite 1  
Springfield, Illinois 62707-8417  
Telephone: 217-744-1910

9950 West Lawrence Ave., Suite 400  
Schiller Park, Illinois 60176  
Telephone: 847-928-8000

**INDIANA**

8303 W. Southern Avenue  
Indianapolis, Indiana 46241  
Telephone: 317-487-2400

1843 Commerce Drive, Suite 200  
South Bend, Indiana 46628  
Telephone: 219-245-4600

**MICHIGAN**

3196 Kraft Ave. SE, Suite 103  
Grand Rapids, Michigan 49512  
Telephone: 616-954-6657

Willow Run Airport  
8800 Beck Road  
Belleville, Michigan 48111  
Telephone: 734-487-7222

**OHIO**

Great Northern Technology Park II  
25249 Country Club Blvd.  
North Olmsted, Ohio 44070  
Telephone: 440-686-2001

Lunken Airport Executive Building  
Ground Floor  
4242 Airport Road  
Cincinnati, Ohio 45226  
Telephone: 513-979-6400

Port Columbus International Airport  
2780 Airport Drive, Suite 300  
Columbus, Ohio 43219  
Telephone: 614-255-3120

**WISCONSIN**

General Mitchell Intl Airport  
4915 S. Howell Ave.  
Milwaukee, Wisconsin 53207  
Telephone: 414-486-2920

## ROUTES

### PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.

2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).

3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.

4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.

5. Where more than one route is listed the routes have equal priority for use.

6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.

7. Intersection names are spelled out.

8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW031); or an intersection (e.g., GSW081 FITCH).

9. Where two nav aids, an intersection and a nav aid, a nav aid and a nav aid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.

10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.

11. (90–170 incl) altitude flight level assignment in hundred of feet.

12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.

13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun .....	1300–2259 local time.
Mon thru Fri .....	0701–2259 local time.
Sat .....	0701–1459 local time.

14. Use current SIDs and STARs for flight planning.

15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
<b>CHICAGO METRO AREA</b>		
From Midway (MDW) or O'Hare (ORD)		
Atlanta (ATL) .....	EON V171 TTH V243 GQO V333 DALAS ATL .....	
Denver (DEN) .....	SIMMN V172 OBH V219 HCT V8 DVV .....	
Indianapolis (IND) .....	EON V399 KENLA V128 JELLS .....	
Louisville (LOU) .....	EON V171 TTH V243 IUI279 CHERI .....	1100–0300
Memphis (MEM) .....	RBS V429 MWA V67 CNG V11 MIOLA .....	1600–2300
Miami (MIA) .....	EON V171 TTH V243 LGC V321 PZD V159 CTY V7	
	LAL V157 LBV V529 V35 CURVE .....	1100–0300
Pittsburgh (PIT) .....	GIJ V6 DJB V30 ACO V337 CUTTA .....	1100–0300
San Francisco (SFO) .....	SIMMN V172 PLL V158 DBQ V100 MBW V6 FMG	
	V6 .....	
Tampa (TPA) .....	EON V171 TTH V243 LGC V321 PZD V159 CTY	
	V35 ENDED .....	
	or	
	(GPS or DME/DME-IRU Equipped) EON V171 TTH	
	V243 LGC V321 PZD V159 CTY V35 ENDED .....	

Terminals	Route	Effective Times (UTC)
Tulsa (TUL) .....	MZV BRL V63 SGF V14 .....	0000-2359
Washington Natl (DCA) .....	EON V144 ESL V4 MANNE .....	1100-0300
<b>From Midway (MDW) only</b>		
Des Moines (DSM) .....	SIMMN V172 TNU .....	1100-0300
Detroit Metro-Wayne Co. (DTW) .....	GIJ V10 LFD MIZAR-STAR .....	
Detroit Satellites:		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		
Willow Run (YIP) .....	GIJ V10 LFD CRUX-STAR .....	
Windsor (YQG) .....		
Young (DET) .....	GIJ ELX V218 LAN SPRTN-STAR .....	
Kansas City (MKC) .....	MZV BRL V10 IRK BQS-STAR .....	1100-0300
Omaha (OMA) .....	SIMMN V172 OVR .....	0000-2359
<b>From O'Hare (ORD) only</b>		
Cleveland (CLE) .....	GIJ V6 VWV WAKEM-STAR .....	1100-0300
Des Moines (DSM) .....	SIMMN V172 TNU .....	0000-2359
Detroit Metro-Wayne Co (DTW) .....	PETTY MKG POLAR-STAR .....	
Detroit Satellites:		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		
Willow Run (YIP) .....		
Windsor (YQG) .....		
Young (DET) .....	MUSKY V100 ELX V218 LAN SPRTN-STAR .....	
Kansas City (MKC) .....	MZV BRL V10 IRK BQS-STAR .....	
Memphis (MEM) .....	RBS V429 MWA V67 CNG V11 MIOLA .....	0000-2359
Muskegon (MKG) .....	PETTY V216 .....	
Omaha (OMA) .....	SIMMN V172 OVR .....	0000-2359
Saginaw (MBS) .....	PETTY MKG V216 .....	
<b>From O'Hare (ORD) and North Satellite Airports</b>		
Detroit Metro-Wayne Co. (DTW) .....	(150-230 incl) PETTY MKG POLAR-STAR .....	1100-0300
<b>CINCINNATI METRO AREA (CVG, LUK)</b>		
Detroit/Wayne (DTW) .....	DQN MIZAR-STAR .....	1100-0300
Detroit Satellites:		
Ann Arbor (ARB) .....	DQN CRUX-STAR .....	1100-0300
Pontiac (PTK) .....		
Willow Run (YIP) .....	DQN CRUX-STAR .....	
Windsor (YQG) .....		
Young (DET) .....	V275 KLINE VWV VWV064 LYNTN .....	
<b>From COVINGTON (CVG) only</b>		
Atlanta (ATL) .....	V97 VXV V267 HRS V463 WOMAC .....	1100-0300
Chicago Midway (MDW) .....	V128 VHP BVT V97 CGT .....	1100-0300
Chicago O'Hare (ORD) .....	V128 VHP BVT V97 CGT V7 BEBEE .....	1100-0300
Indianapolis (IND) .....	V128 VHP .....	1100-0300
Knoxville (TYS) .....	HYK V97 .....	
Louisville (SDF) .....	CVG206 IIU055 IIU .....	1100-0300
Pittsburgh (PIT) .....	(60-170 incl) V128 YRK V44 JPU V117 WISKE .....	
	WISKE-STAR .....	1100-0300
<b>CLEVELAND METRO AREA (CLE, CGF, BKL, LNN, LPR)</b>		
Baltimore (BWI) .....	(90-170 incl) ACO AIR V75 MGW V44 MRB V3 .....	
	EMI .....	1100-0300
Boston (BOS) .....	(60-170 incl) V522 ERI V270 CFB V72 .....	
	ALB V2 GDM GDM-STAR .....	1100-0300
Buffalo (BUF) .....	(60-170 incl) V522 ERI V43 WELLA .....	
Chicago Midway (MDW) .....	(60-170 incl) SKY VWV V126 CGT .....	1100-0300
Chicago O'Hare (ORD) .....	(60-170 incl) V45 VWV V126 HALIE V340 .....	
	BEARZ .....	1100-0300
Columbus (CMH) .....	(60-170 incl) DJB DJB173 HERAK APE035 .....	
	APE .....	
Dayton (DAY) .....	(60-170 incl) OBRLN-DP ROD .....	
Detroit/Wayne (DTW) .....	(60-170 incl) DJB DJB314 GEMNI GEMNI-STAR .....	
Detroit Satellites:		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		

Terminals	Route	Effective Times (UTC)
Willow Run (YIP) .....	(60–170 incl) DJB LLEE0-STAR .....	1100-0300
Windsor (YQG) .....	(60–170 incl) OBRLN-DP MIE MIE244 CLANG	
Young (DET) .....	CLANG-STAR .....	
Indianapolis (IND) .....	(60–170 incl) ACO V337 CUTTA .....	1100-0300
Pittsburgh (PIT) .....	(60–170 incl) V522 ERI V14 BUF V2 CLUNG .....	1100-0300
Rochester (ROC) .....	(90–170 incl) ACO AIR V75 MGW V144 ESL V4	
Washington Dulles (IAD) .....	AML .....	1100-0300
	or	
	(90–170 incl) ACO AIR V75 MGW V44 MRB AML ..	1100-0300
Washington Natl (DCA) .....	(90–170 incl) ACO AIR V75 MGW V144 ESL V4	
	AML .....	1100-0300
<b>COLUMBUS (CMH)</b>		
Cleveland (CLE) .....	(60–170 incl) V43 TVT KEATN-STAR .....	1100-0300
Pittsburgh (PIT) .....	(60–170 incl) APE V12 CTW WISKE-STAR .....	1100-0300
Toledo (TOL) .....	V493 VWV .....	1100-0300
<b>DAYTON (DAY)</b>		
Chicago Midway (MDW) .....	V55 V422 CGT .....	1100-0300
Chicago O'Hare (ORD) .....	V55 FWA V340 BEARZ .....	1100-0300
Cleveland (CLE) .....	DQN ABERZ-STAR .....	1100-0300
Detroit Metro-Wayne Co (DTW) .....	DQN MIZAR-STAR .....	1100-0300
<b>Detroit Satellites:</b>		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		
Willow Run (YIP) .....	DQN CRUX-STAR .....	
Windsor (YQG) .....		
Young (DET) .....	V275 KLINE VWV VWV064 LYNTN .....	
Washington Dulles (IAD) .....	(90–170 incl) ZZV V144 ESL V4 AML .....	1100-0300
	or	
	(90–170 incl) ZZV V14 MGW V44 MRB AML .....	1100-0300
Washington Natl (DCA) .....	(90–170 incl) ZZV V144 ESL V4 AML .....	1100-0300
<b>DETROIT METRO AREA</b>		
<b>(Detroit Metro-Wayne Co &amp; Satellites)</b>		
Albany (ALB) .....	(60–170 incl) TYCOB V116 BFD V72 .....	1100-0300
Atlantic City (ACY) .....	(60–170 incl) ERRTH-DP CXR YNG V6 SEG V170	
	MXE V184 .....	1100-0300
Boston (BOS) .....	(60–170 incl) TYCOB V116 BFD V72 ALB V2	
	GDM .....	1100-0300
Buffalo (BUF) .....	(60–170 incl) TYCOB V90 DKK .....	1100-0300
Chicago Midway (MDW) .....	HARWL JXN V116 LEROY GSH CGT .....	1100-0300
Chicago O'Hare (ORD) .....	FWA-DP FWA KNOX-STAR .....	
	or	
	FWA-DP FWA WATSON (RNAV)-STAR .....	
	or	
	HARWL JXN V116 ELX V100 DEERE .....	
	or	
	GRR MKG V510 FAH BJB OBK .....	
Cleveland (CLE) .....	MAARS ACO319 HIMEZ HIMEZ-STAR .....	
Columbus (CMH) .....	CAVVS VWV FDY V279 GUNNE .....	1100-0300
Fort Wayne (FWA) .....	(60–170 incl, Props) HARWL JXN V221 .....	1100-0300
	or	
	(60–170 incl, Jets) ANNTS DXO217 FWA071 .....	1100-0300
Indianapolis (IND) .....	HARWL JXN V221 MIE V14 CLANG-STAR .....	1100-0300
Milwaukee (MKE) .....	(60–170 incl) DUNKS V170 PMM V170 PETTY .....	1100-0300
Montreal (CYUL) .....	(60–170 incl) TYCOB V116 ERI V270 ELZ V501	
	SYR MSS V203 FRANX FRANX-STAR .....	1100-0300
Pittsburgh (PIT) .....	(60–170 incl) ACO CUTTA-STAR .....	1100-0300
Rochester (ROC) .....	(60–170 incl) TYCOB YQG 098 SURLY DKK V14	
	BUF .....	1100-0300
Syracuse (SYR) .....	(60–170 incl) TYCOB V116 ERI V14 GEE V84 .....	1100-0300
Washington Natl (DCA) .....	(60–170 incl) ACO AIR V75 MGW V144 ESL V4	
	MANNE .....	1100-0300
Westchester Co (HPN) .....	(60–170 incl) TYCOB V116 ERI V270 V433 V157	
	HAARP .....	1100-0300
	or	

Terminals	Route	Effective Times (UTC)
	(60–170 incl, props less than 250 kts) TYCOB V116 ERI V270 V433 V123 HAARP .....	1100–0300
<b>FORT WAYNE (FWA)</b>		
Moline (MLI) .....	V144 BDF V156 MZV .....	0000–2359
Rockford (RFD) .....	V144 SMARS V128 .....	0000–2359
<b>GREATER PEORIA RGNL (PIA)</b>		
Chicago Midway (MDW) .....	PIA PIA056 MOTIF JOT .....	
Chicago O'Hare (ORD) .....	PIA PIA035 V10 PLANO .....	
<b>INDIANAPOLIS (IND)</b>		
Cleveland Metro Area (CLE) (CGF) (BKL)		
(LNN) (LPR) .....	(RNAV only/60–170 incl) DQN T000K MFD ABERZ ABERZ–STAR .....	
	or	
	(all others/60–170 incl) DQN MFD MFD048 ABERZ ABERZ–STAR .....	
Detroit Metro–Wayne Co (DTW) .....	FWA MIZAR–STAR .....	
	FWA CRUX–STAR .....	
Detroit Satellites:		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		
Willow Run (YIP) .....	FWA CRUX–STAR .....	
Windsor (YQG) .....		
Young (DET) .....	V275 KLINE VWV VWV051 POOFE .....	
Evansville (EVV) .....	V305 .....	
Kansas City (MCK) .....	V50 SPI BQS–STAR .....	0000–2359
Pittsburgh (PIT) .....	(60–170 incl) V50 DQN V12 CTW WISKE–STAR .....	1100–0300
Springfield (SGF) .....	V11 PXV V190 .....	0000–2359
	or	
Tulsa (TUL) .....	TTH BIB V72 FAM V190 .....	0000–2359
Wichita (ICT) .....	V11 PXV V190 SGF V14 .....	0000–2359
	TTH BIB V72 ENL V234 EMP V12 .....	0000–2359
<b>MILWAUKEE (MKE)</b>		
Detroit Metro–Wayne Co (DTW) .....	(60–170 incl) SQUIB MKG POLAR–STAR .....	
Detroit Satellites:		
Ann Arbor (ARB) .....		
Pontiac (PTK) .....		
Willow Run (YIP) .....		
Windsor (YQG) .....		
Young (DET) .....	GRR LAN SPRTN–STAR .....	
<b>MOLINE (MLI)</b>		
Fort Wayne (FWA) .....	V156 BDF V144 .....	0000–2359
South Bend (SBN) .....	V156 BDF V144 MAPPS V156 .....	0000–2359
<b>ROCKFORD (RFD)</b>		
Fort Wayne (FWA) .....	V128 SMARS V144 .....	0000–2359
South Bend (SBN) .....	V128 SMARS V144 MAPPS V156 .....	0000–2359
<b>SOUTH BEND (SBN)</b>		
Moline (MLI) .....	V156 MAPPS V144 BDF V156 MZV .....	0000–2359
Rockford (RFD) .....	V156 MAPPS V144 SMARS V128 .....	0000–2359
<b>SPRINGFIELD (SPI)</b>		
Chicago Midway (MDW) .....	PNT MOTIF–STAR .....	0000–2359
Chicago O'Hare (ORD) .....	PNT V227 PLANO .....	0000–2359
Springfield (SGF) .....	V50 UIN V63 SGF V14 .....	0000–2359
Tulsa (TUL) .....	V50 UIN V63 SGF V14 .....	0000–2359
<b>TERRE HAUTE (HUF)</b>		
Kansas City (MCK) .....	V50 SPI BQS–STAR .....	0000–2359
Springfield (SGF) .....	V7 PXV V190 .....	0000–2359
Tulsa (TUL) .....	V7 PXV V190 SGF V14 .....	0000–2359

## SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

Route	Effective Times (UTC)
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD: Westbound .....	JXN V116 ELX V100 DEERE .....
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD: Westbound .....	OXI KNOX–STAR .....



## HIGH ALTITUDE

Effective  
Times  
(UTC)

## Terminals

## Route

## AKRON (CAK)

Detroit/Wayne (DTW)..... DJB DJB314 GEMNI GEMNI-STAR .....

## CHICAGO METRO AREA (ORD, MDW)

Atlanta (ATL)..... (RNAV only) GUIDO J73 PXV BNA ERLIN  
(RNAV)-STAR .....

or

(all others) GUIDO J73 PXV BNA ROME-STAR.....

Baltimore (BWI) ..... GIJ J146 J34 DJB J162 MGW EMI-STAR .....

Birmingham (BHM) ..... EON DNB BNA VUZ .....

Boca Raton (BCT) ..... (GPS or DME/DME-IRU equipped) EON DNV TTH  
SWAPP ATL J89 OTK PRRIE (RNAV)-STAR .....

Boston (BOS) ..... ELX CRL J554 JHW J82 ALB GDM GDM-STAR .....

Bristol/Johnson/Kingsport (TRI) ..... EON DNV VHP J24 FLM HMV .....

Charleston (CHS) ..... EON DNV VHP J24 FLM .....

Charleston (CRW)..... EON DNV VHP J24 FLM HVQ .....

Charlotte (CLT) ..... EON DNV VHP J24 FLM JOHNS (RNAV)-STAR .....

Chattanooga (CHA)..... EON DNV.....

Cincinnati (CVG)..... (RNAV only) EON DNV CEGRM (RNAV)-STAR .....

or

(all others) EON DNV SHELBYVILLE-STAR .....

Columbia (CAE)..... EON DNV VHP J24 FLM .....

Columbus (CMH)..... GIJ GIJ092036 FWA J178 APE .....

Dallas/Fort Worth (DFW) ..... RBS STL RZC FSM BYP .....

Dayton (DAY) ..... GIJ GIJ092036 FWA ROD DQJ .....

Denver (DEN)..... IOW DSM J10 LBF SAYGE-STAR .....

or

PLL PLL275065 FOD J94 ONL J114 SNY

LANDR-STAR .....

Detroit/Wayne (DTW)..... PETTY MKG POLAR-STAR .....

Evansville (EVV) ..... GUIDO .....

Fort Lauderdale (FLL)..... GUIDO J73 SZW J43 PIE FORTL-STAR .....

or

EON DNV TTH SWAPP ATL J89 HITTR PIE

FORTL-STAR .....

or

(GPS or DME/DME-IRU equipped) EON DNV TTH

SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....

Greensboro (GSO)..... EON DNV VHP J24 FLM .....

Greer (GSP) ..... EON DNV VHP J24 FLM SOT SUG V185 UNMAN ...

Harrisburg (MDT)..... GIJ J146 J34 DJB J518 J152 HAR .....

Huntsville (HSV)..... EON DNV.....

Jacksonville (JAX)..... EON DNV TTH SWAPP ATL AMG ALMA-STAR .....

Kennedy (JFK)..... ELX CRL J554 JHW J70 LVZ LENDY-STAR .....

Knoxville (TYS)..... EON DNV VHP J24 FLM J43 XVV .....

La Guardia (LGA)..... GIJ J146 MIP MIP-STAR.....

Memphis (MEM)..... RBS FAM ARG GQE-STAR .....

or

GUIDO J73 PXV WLDER-STAR .....

Miami (MIA)..... GUIDO J73 SZW J43 PIE CYY-STAR .....

or

(Turbojets-GPS or DME/DME-IRU equipped) EON

DNV TTH SWAPP ATL SZW SSCOT

(RNAV)-STAR .....

Myrtle Beach (MYR)..... EON DNV VHP J24 FLM .....

Nashville (BNA)..... EON DNV TTH HEHAW-STAR .....

Newark (EWR)..... ELX CRL J584 SLT FQM-STAR.....

Norfolk (ORF)..... EON DNV VHP J24 MOL TERKS-STAR .....

Oakland (OAK) ..... PLL PLL275065 FOD J94 ONL J148 OAL MOD .....

or

PLL PLL275065 FOD J94 LCU J158 MVA.....

1500-0400

Terminals	Route	Effective Times (UTC)
Orlando Exec (ORL) .....	EON DNV TTH BWG GQO ATL J89 OTK LEESE-STAR .....	
Orlando Intl (MCO) .....	EON DNV TTH SWAPP ATL J89 OTK LEESE-STAR ..	
Philadelphia (PHL) .....	GIJ J146 CXR EWC JST BUNTS-STAR .....	
Phoenix (PHX) .....	MZV STJ J18 FTI J19 ZUN BUNTR-STAR .....	1200-0400
	or	
Pittsburgh (PIT) .....	IOW J192 PWE J64 PUB ALS J102 .....	
Pottstown (PTW) .....	GIJ J146 J34 DJB ACO V337 CUTTA .....	
Raleigh-Durham (RDU) .....	GIJ J146 CXR EWC JST .....	
Richmond (RIC) .....	EON DNV VHP J24 FLM BKW ROA SBV-STAR .....	
Roanoke (ROA) .....	EON DNV VHP J24 FLM .....	
St. Petersburg-Clearwater (PIE) .....	GUIDO J73 SZW DARBS-STAR .....	
San Francisco (SFO) .....	PLL PLL275065 FOD J94 FMG ILA PYE .....	1500-0400
San Jose (SJC) .....	PLL PLL275065 FOD J94 FMG HYP-STAR .....	
	or	
Sarasota/Bradenton (SRQ) .....	DBQ J94 LCU HYP-STAR .....	1500-0400
Tampa (TPA) .....	GUIDO J73 PXV J73 SZW CLAMP-STAR .....	
	GUIDO J73 PXV J73 SZW DARBS-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GUIDO J73 PXV J73 SZW FOXX (RNAV)-STAR .....	
Toledo (TOL) .....	GIJ J146 PLAIN VWV .....	
Washington Dulles (IAD) .....	GIJ J146 J34 BUCKO-STAR .....	
Washington Natl (DCA) .....	GIJ J146 J34 SHAAR WZRRD-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GIJ J146 J34 BUCKO ELDEE (RNAV)-STAR .....	
	or	
West Palm Beach (PBI) .....	GIJ J146 J34 SHAAR ELDEE (RNAV)-STAR .....	
	(all others) EON DNV TTH SWAPP ATL OTK WLACE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK WLACE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) EON DNV TTH IIU J99 VXV J43 WLACE (RNAV)-STAR .....	
	or	
	(all others) ORD EON DNV TTH SWAPP ATL OTK WLACE (RNAV)-STAR .....	
Windsor Locks (BDL) .....	ELX CRL J554 JHW J82 WILET RKA292 RKA SWEDE-STAR .....	
<b>CHICAGO Midway (MDW) only</b>		
Albany (ALB) .....	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 .....	
Allentown (ABE) .....	LEWKE GIJ J146 FJC .....	
Atlanta (ATL) .....	CMSKY CARYN CYBIL PXV J73 BNA ROME-STAR ..	
	or	
	CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)-STAR .....	
Baltimore (BWI) .....	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER-STAR .....	
Birmingham (BHM) .....	CMSKY CARYN CYBIL PXV .....	
Bristol/Johnson/Kingsport (TRI) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Boca Raton (BCT) .....	(GPS or DME/DME-IRU equipped) GUIDO J73 SZW PRRIE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) EON DNV TTH SWAPP ATL J89 OTK PRRIE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)-STAR .....	
Boston (BOS) .....	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB GARDNER-STAR .....	

Terminals	Route	Effective Times (UTC)
Buffalo (BUF) .....	LEWKE GIJ EVOTE NELLs KEEHO DKK .....	
Charleston (CHS, CRW) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Charlotte (CLT) .....	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)-STAR .....	
Chattanooga (CHA) .....	DENNT DARCY DREGS DONVE BWG .....	
Cincinnati (CVG) .....	DENNT DARCY DNV CEGRM (RNAV)-STAR .....	
	or	
	DENNT DARCY DNV SHB-STAR .....	
Cleveland (CLE) .....	ELX CRL HIMEZ-STAR .....	
	or	
	LEWKE GIJ CRL HIMEZ-STAR .....	
Columbia (CAE) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Columbus (CMH) .....	LEWKE GIJ SEWTO FWA GUNNE-STAR .....	
Dallas/Fort Worth (DFW) .....	ACITO ADELL ARLYN STL RZC FSM BONHAM-STAR .....	
Detroit Metro-Wayne Co (DTW) .....	GIJ LFD MIZAR-STAR .....	
Detroit Metro Area (ARB, PTK, YIP) .....	GIJ LFD CRUX-STAR .....	
Detroit Metro Area (DET, CYQG) .....	GIJ LAN SPRTN-STAR .....	1200-0400
Evansville (EVV) .....	DENNT DARCY DREGS DONVE .....	
Fort Lauderdale (FLL) .....	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....	
	or	
	EON DNV TTH IJU J99 VXX J46 AMG TAY JINGL (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) EON DNV TTH SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....	
Fort Myers (RSW) .....	CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)-STAR .....	
Greensboro (GSO) .....	EARND ELANR EMMLY ETAME FLM PSK SMOKN-STAR .....	
Greenville-Spartanburg (GSP) .....	EARND ELANR EMMLY ERECO IJU .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS-STAR .....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS-STAR .....	
Huntsville (HSV) .....	DENNT DARCY DREGS DONVE BWG .....	
Islip (ISP) .....	LEWKE GIJ EVOTE NELLs KEEHO JHW J70 STW LENDY .....	
Jacksonville (JAX) .....	DENNT DARCY DREGS DUMGE SWAPP AMG ALMA-STAR .....	
La Guardia (LGA) .....	LEWKE GIJ J146 ETG MILTON-STAR .....	
Memphis (MEM) .....	BACEN BLOKR BEKKI FAM ARG GILMORE-STAR ... or	
	CMSKY CARYN CYBIL PXV WLDER-STAR .....	
Miami (MIA) .....	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL SZW J86 OTK SSCOT (RNAV)-STAR .....	

# PREFERRED IFR ROUTES

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Terminals	Route	Effective Times (UTC)
	or (Turbojets-GPS or DME/DME-IRU equipped) GUIDO J73 SZW SSCOT (RNAV)-STAR.....	
	or (Turbojets-GPS or DME/DME-IRU equipped) EON DNV TTH IJU J99 VXV J46 AMG TAY SSCOT (RNAV)-STAR.....	
	or EON DNV TTH SWAPP ATL SZW J43 PIE CYPRESS-STAR .....	
Minneapolis (MSP) .....	BAE EAU-STAR .....	1200-0400
Manchester (MHT).....	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB EEN.....	
Nashville (BNA).....	CMSKY CARYN CYBIL PXV CCT HEHAW-STAR .....	
Newark (EWR).....	LEWKE GIJ EVOTE NELLS KEEHO J584 SLT FQM WILLIAMSPORT-STAR .....	
New Orleans (MSY) .....	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RYTHM-STAR .....	
Norfolk (ORF).....	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS-STAR .....	
Orlando (MCO/ORL) .....	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)-STAR .....	
	or DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE-STAR.....	1100-0400
Phoenix (PHX).....	MZV J18 FTI J19 ZUN EAGUL (RNAV)-STAR.....	1200-0400
	or MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)-STAR.....	
Philadelphia (PHL).....	LEWKE GIJ J146 CXR EWC JST BUNTS-STAR .....	
Pittsburgh (PIT).....	LEWKE GIJ OTENS ANEWA RIEKE DJB ACO CUTTA-STAR .....	
Providence (PVD) .....	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 MEMMS J522 HNK TEDDY .....	
Raleigh/Durham (RDU) .....	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON-STAR .....	
Richmond (RIC).....	EARND ELANR ETAME EMEGE FLM J24 FAK .....	
Rochester (ROC).....	LEWKE GIJ EVOTE NELLS KEEHO DKK BUF .....	
Saint Petersburg/Clearwater (PIE).....	CMSKY CARYN CYBIL PXV J73 SZW DARBS-STAR.....	
Sarasota/Bradenton (SRQ) .....	CMSKY CARYN CYBIL PXV J73 SZW CLAMP-STAR .....	
Tampa (TPA).....	CMSKY CARYN CYBIL PXV J73 SZW FOOXX (RNAV)-STAR.....	
	or CMSKY CARYN CYBIL PXV J73 SZW DARBS-STAR.....	
Teterboro (TEB).....	LEWKE GIJ EVOTE NELLS KEEHO JHW J70 LVZ WILKES BARRE-STAR .....	
Trenton (TTN) .....	LEWKE GIJ J146 CXR EWC JST BUNTS-STAR .....	
Washington Dulles (IAD) .....	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL-STAR .....	
	or (GPS or DME/DME-IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
Washington Natl (DCA) .....	(GPS or DME/DME-IRU equipped) GIJ J146 J34 BUCKO ELDEE (RNAV)-STAR.....	
	or LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD-STAR .....	
	or (GPS or DME/DME-IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)-STAR.....	
White Plains (HPN) .....	LEWKE GIJ EVOTE NELLS KEEHO JHW ITH DNY VALRE-STAR .....	

Terminals	Route	
Windsor Locks (BDL) .....	LEWKE GIJ EVOTE NELLIS KEEHO JHW J82 WILET SWEDE-STAR .....	
<b>CHICAGO O'Hare (ORD) only</b>		
Akron (CAK) .....	MOBLE ADIME OTENS VWV MFD V8 DALTS .....	
Albany (ALB) .....	EBAKE WISMO POSTS PADDE SVM DKK .....	
Allentown (ABE) .....	MOBLE ADIME GERBS J146 MIP .....	
Andrews AFB (ADW) .....	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD-STAR .....	
Atlanta (ATL) .....	CMSKY CARYN CYBIL PXV J73 BNA ROME-STAR .. or CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)-STAR .....	
Atlantic City (ACY) .....	MOBLE ADIME GERBS J146 CXR EWC JST J152 HAR SIE .....	
Baltimore (BWI) .....	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER-STAR .....	
Bedford (BED) .....	EBAKE WISMO POSTS PADDE SVM DKK ALB GDM V431 LOBBY .....	
Birmingham (BHM) .....	CMSKY CARYN CYBIL PXV .....	
Boca Raton (BCT) .....	(GPS or DME/DME-IRU equipped) GUIDO J73 SZW PRRIE (RNAV)-STAR .....	
	or (GPS or DME/DME-IRU equipped) EON DNV TTH SWAPP ATL J89 PRRIE (RNAV)-STAR .....	
	or (GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)-STAR .....	
Boston (BOS) .....	EBAKE WISMO POSTS PADDE SVM DKK ALB GARDNER-STAR .....	
Bristol/Johnson/Kingsport (TRI) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Buffalo (BUF) .....	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK .....	
Burlington (BTV) .....	EBAKE WISMO POSTS PADDE SVM DKK SYR J29 LAGGS .....	
Charleston (CHS, CRW) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Charlotte (CLT) .....	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)-STAR .....	
Chattanooga (CHA) .....	DENNT DARCY DREGS DONVE BWG .....	
Cincinnati (CVG) .....	DENNT DARCY DNV CEGRM (RNAV)-STAR .....	
	or DENNT DARCY DNV SHELBYVILLE-STAR .....	
Cleveland (CLE) .....	DUFEE ELX HIMEZ-STAR .....	
Columbia (CAE) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Columbus (CMH) .....	MOBLE ADIME SEWTO FWA GUNNE-STAR .....	
Dallas/Fort Worth (DFW) .....	ACITO ADELL ARLYN STL RZC FSM BONHAM-STAR .....	
Denver (DEN) .....	IOW DSM J10 LBF SAYGE-STAR .....	
	or DBQ J94 ONL J114 SNY LANDR-STAR .....	
Detroit Metro-Wayne Co (DTW) .....	PETTY MKG POLAR-STAR .....	
Detroit Metro Area (DET, CYQG, PTK, YIP, ARB) .....	PETTY GRR LAN SPRTN-STAR .....	1200-0400
Evansville (EVV) .....	DENNT DARCY DREGS DONVE .....	
Fort Lauderdale (FLL) .....	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....	
	or DENNT DARCY DREGS SWAPP ATL J89 OTK JINGL (RNAV)-STAR .....	
	(GPS or DME/DME-IRU equipped) EON DNV TTH IIU J99 VXV J46 AMU TAY JINGL (RNAV)-STAR ..	
Fort Myers (RSW) .....	(GPS or DME/DME-IRU equipped) CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)-STAR .....	
	or (GPS or DME/DME-IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)-STAR .....	
Greensboro (GSO) .....	EARND ELANR EMMLY ETAME EMEGE FLM PSK SMOKN-STAR .....	

Terminals	Route	Effective Times (UTC)
Greenville/Spartanburg (GSP).....	EARND ELANR EMMLY ERECO IIU .....	
Harrisburg (MDT).....	MOBLE ADIME GERBS J146 CXR EWC HAR .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS-STAR .....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS-STAR .....	
Huntsville (HSV).....	DENNT DARCY DREGS DONVE BWG .....	
Hyannis (HYA).....	EBAKE WISMO POSTS PADDE SVM DKK ALB ENE LFV .....	
Indianapolis (IND) .....	EARND ELANR EMMLY JAKKS .....	
Jacksonville (JAX).....	DENNT DARCY DREGS DUMGE SWAPP ATL AMG ALMA-STAR.....	
Kennedy (JFK).....	DUFEE ELX HAAKK DOXXY SOSIC JHW J70 LVZ LENDY-STAR .....	
Knoxville (TYS).....	EARND ELANR EMMLY ETAME EMEGE J43 VXV ...	
La Guardia (LGA).....	MOBLE ADIME GERBS J146 ETG MILTON-STAR ...	
Louisville (LOU) .....	DENNT DARCY DREGS DUMGE CHERI .....	
Manchester (MHT).....	EBAKE WISMO POSTS PADDE SVM DKK ALB EEN .	
Memphis (MEM).....	BACEN BLOKR BEKKI FAM ARG GILMORE-STAR ... or	
	CMSKY CARYN CYBIL PXV WLDER-STAR .....	
Miami (MIA).....	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS-STAR.....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 SSCOT (RNAV)-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) GUIDO J73 SZW SSCOT (RNAV)-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) EON DNV TTH IIU J99 VXV J46 AMG TAY SSCOT (RNAV)-STAR.....	
	or	
	EON DNV TTH SWAPP ATL SZW J43 PIE CYY-STAR .....	
Minneapolis (MSP) .....	PLL PLL275065 ALO KASPR-STAR .....	1200-0400
Nashville (BNA).....	CMSKY CARYN CYBIL PXV CCT HEHAW-STAR .....	
Niagara Falls (IAG) .....	EBAKE WISMO POSTS PADDE SVM YXU .....	
Newark (EWR).....	DUFEE ELX HAAKK DOXXY SOSIC KEEHO J584 SLT FQM WILLIAMSPORT-STAR .....	
New Orleans (MSY) .....	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RHYTHM-STAR .....	
	or	
	EARND ELANR EMMLY ERECO IIU RYANS .....	
Norfolk (ORF).....	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS-STAR .....	
Newburgh (SWF).....	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY V483 FILPS .....	
New Haven (HVN).....	DUFEE ELX HAAKK DOXXY SOSIC JHW RKA DENNA-STAR.....	

Terminals	Route	Effective Times (UTC)
Orlando (MCO/ORL) .....	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)-STAR .....	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL LEESE-STAR .....	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE-STAR .....	1100-0400
Philadelphia (PHL) .....	MOBLE ADIME GERBS J146 CXR EWC JST BUNTS-STAR .....	
Phoenix (PHX) .....	MZV J18 FTI J19 ZUN EAGUL (RNAV)-STAR .....	1200-0400
	or	
	MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)-STAR .....	
Pittsburgh (PIT) .....	MOBLE ADIME OTENS ANEWA RIEKE DJB ACO CUTTA-STAR .....	
Portland (PWM) .....	EBAKE WISMO POSTS PADDE SVM DKK ALB CON PARSO .....	
	or	
	MOBLE ADIME GERBS J146 CXR EWC JST SIE .....	
Providence (PVD) .....	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 MEMMS J522 HNK TEDDY-STAR .....	
Raleigh/Durham (RDU) .....	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON-STAR .....	
Richmond (RIC) .....	EARND ELANR EMMLY ETAME EMEGE FLM J24 FAK .....	
Roanoke (ROA) .....	EARND ELANR EMMLY ETAME EMEGE FLM .....	
Rochester (ROC) .....	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK BUF .....	
Saint Petersburg/Clearwater (PIE) .....	CMSKY CARYN CYBIL PXV J73 SZW DARBS-STAR .....	
	or	
	MOBLE ADIME GERBS J146 CXR EWC JST SIE .....	
San Juan (TJSJ) .....	CMSKY CARYN CYBIL PXV J73 SZW CLAMP-STAR .....	
Sarasota/Bradenton (SRQ) .....	EBAKE WISMO POSTS PADDE SVM DKK .....	
Syracuse (SYR) .....	CMSKY CARYN CYBIL PXV J73 SZW DARBS-STAR .....	
	or	
	CMSKY CARYN CYBIL PXV J73 SZW FOXXX (RNAV)-STAR .....	
Washington Dulles (IAD) .....	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
Washington Natl (DCA) .....	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 BUCKO BUCKO-STAR .....	
	or	
	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD-STAR .....	
	or	
	(GPS OR DME/DME-IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)-STAR .....	
White Plains (HPN) .....	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY VALRE-STAR .....	
Wilkes-Barre/Scranton (AVP) .....	DUFEE ELX HAAKK DOXXY SOSIC JHW J106 LVZ ..	
Windsor Locks (BDL) .....	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 WILET SWEDE-STAR .....	
<b>CINCINNATI (CVG)</b>		
Albany (ALB) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY PSB .....	
Allentown (ABE) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY JST HAR .....	

Terminals	Route	Effective Times (UTC)
Atlanta (ATL) .....	(RNAV only) BLUEGRASS-DP BWG ERLIN (RNAV)-STAR .....	
	or	
Baltimore (BWI) .....	(all others) BLUEGRASS-DP BWG ROME-STAR.... V128 YRK HVQ J8 CSN OTT-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) V128 YRK HVQ J8 CSN RAVNN (RNAV)-STAR .....	
Birmingham (BHM) .....	BLUEGRASS-DP TRFWA LVT SYI VUZ .....	
Boca Raton (BCT) .....	(GPS or DME/DME-IRU equipped) BLUEGRASS-DP TRFWA NOTWO WALET HITTR LATHY PRRIE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) BLUEGRASS-DP HYK VXV J43 ATL J89 OTK PRRIE (RNAV)-STAR .....	
Boston (BOS) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY PSB HNK ALB GDM GARDNER-STAR .....	
Chicago O'Hare (ORD) .....	(Advanced Nav only) MIE MZZ ROYKO-STAR .....	
	or	
	(Non-Advanced Nav only) DQN FWA KNOX-STAR ..	
	or	
Dallas/Fort Worth (DFW) .....	DQN FWA WATSN (RNAV)-STAR .....	
Fort Lauderdale (FLL) .....	IU PVX J131 LIT BYP .....	
	(GPS or DME/DME-IRU equipped) BLUEGRASS-DP TRFWA NOTWO OTK JINGL (RNAV)-STAR .....	
	or	
	(all others) BLUEGRASS-DP HYK VXV J43 ATL J89 HITTR J75 FORTL-STAR .....	
Fort Myers (FMY) .....	(Turbojets-GPS or DME/DME-IRU equipped) HYK VXV J43 SZW TYNEE (RNAV)-STAR .....	
Fort Myers (RSW) .....	(GPS or DME/DME-IRU equipped) HYK VXV J43 SZW TYNEE (RNAV)-STAR .....	1100-0300
Harrisburg (MDT) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY JST HAR .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR .....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR .....	
Jackson (JAN) .....	BLUEGRASS-DP TRFWA LVT SYI VUZ JAN .....	
La Guardia (LGA) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY PSB MILTON-STAR .....	1000-1800
Manchester (MHT) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY PSB ALB EEN .....	
Marco Island (MKY) .....	HYK VXV J43 SZW PIKKR (RNAV)-STAR .....	
Miami (MIA) .....	(Turbojets-GPS or DME/DME-IRU equipped) BLUEGRASS-DP TRFWA NOTWO SZW SSCOT (RNAV)-STAR .....	
	or	
	(all others) BLUEGRASS-DP HYK VXV J43 ATL SZW J43 PIE CYY-STAR .....	
Mobile (MOB) .....	BLUEGRASS-DP TRFWA LVT SYI VUZ SJI .....	
Naples (APF) .....	HYK VXV J43 SZW PIKKR (RNAV)-STAR .....	
Newark (EWR) .....	ROD J29 J584 SLT FQM-STAR .....	
Newburg (SWF) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE AHTIY PSB J49 HNK DNY V483 FILPS .....	
New Orleans (MSY) .....	BLUEGRASS-DP TRFWA LVT SYI VUZ J22 MEI RYTHM-STAR .....	
Orlando Exec (ORL) .....	HYK VXV J99 IRQ J85 AMG LEESE-STAR .....	1100-0300



Terminals	Route	Effective Times (UTC)
	or	
	(GPS or DME/DME-IRU equipped) HYK VXV J99	
	IRQ J85 AMG SHEMP MTATA PIGLT	
	(RNAV)-STAR .....	1100-0400
Orlando Intl (MCO) .....	HYK VXV J99 IRQ J85 AMG LEESE-STAR .....	1100-0300
	or	
	(GPS or DME/DME-IRU equipped) HYK VXV J99	
	IRQ J85 AMG BUGGZ (RNAV)-STAR .....	1100-0400
Philadelphia (PHL) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY JST BUNTS-STAR .....	
Phoenix (PHX) .....	FAM J78 ABQ J18 .....	
	or	
	FAM J78 IRW J74 SJN J18 .....	
Portland (PWM) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB J49 ALB ENE .....	
Providence (PVD) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB J49 HNK TEDDY-STAR .....	
Sarasota/Bradenton (SRQ) .....	HYK VXV J43 SZW CLAMP-STAR .....	
Tampa (TPA) .....	HYK VXV J43 SZW DARBS-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) HYK VXV J43	
	SZW FOXXX (RNAV)-STAR .....	
Washington Dulles (IAD) .....	V128 YRK HVQ ROYIL-STAR .....	
	or	
	V128 YRK HVQ SHNON (RNAV)-STAR .....	
Washington Natl (DCA) .....	V128 YRK HVQ WZRRD-STAR .....	
	or	
	V128 YRK HVQ ELDEE (RNAV)-STAR .....	
West Palm Beach (PBI) .....	(GPS OR DME/DME-IRU equipped)	
	BLUEGRASS-DP TRFWA NOTWO OTK WLACE ....	
	or	
	(GPS or DME/DME-IRU equipped)	
	BLUEGRASS-DP HYK VXV J43 ATL J89 OTK	
	WLACE .....	
Wilkes Barre/Scranton (AVP) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB LVZ .....	
Windsor Locks (BDL) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB RKA SWEDE SWEDE-STAR .....	
<b>From LUNKEN (LUK) only:</b>		
Albany (ALB) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB .....	
Boston (BOS) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB HNK ALB GDM GARDNER-STAR .....	
La Guardia (LGA) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB MILTON-STAR .....	1000-1800
Manchester (MHT) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB ALB EEN .....	
Newburgh (SWF) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB J49 HNK DNV V483 FILPS .....	
Philadelphia (PHL) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY JST BUNTS-STAR .....	
Providence (PVD) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB J49 HNK TEDDY-STAR .....	
Portland (PWM) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB J49 ALB ENE .....	
Wilkes Barre/Scranton (AVP) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB LVZ .....	
Windsor Locks (BDL) .....	(RNAV only) ROCKT (RNAV)-DP ROCKT CADRE	
	AHTIY PSB RKA SWEDE SWEDE-STAR .....	
<b>CLEVELAND METRO (CLE, CGF, BKL, LNN, LPR)</b>		
Atlanta (ATL) .....	(RNAV only) DJB DJB173 HERAK APE035 APE	
	J186 SOT ODF FLCON (RNAV)-STAR .....	
	or	
	(all others) DJB DJB173 HERAK APE035 APE	
	J186 SOT ODF WHINZ-STAR .....	

Effective  
Times  
(UTC)

Terminals	Route
Battle Creek (BTL) .....	AMRST-DP VWV .....
Birmingham (BHM) .....	DJB DJB173 HERAK APE035 APE J186 BULEY .....
Boca Raton (BCT) .....	(GPS or DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY PRRIE (RNAV)-STAR .....
Charleston (CHS) .....	DJB DJB173 HERAK APE035 APE J186 BULEY .....
Charleston (CRW) .....	DJB DJB173 HERAK APE035 APE .....
Charlotte (CLT) .....	DJB DJB173 HERAK APE035 APE HVQ HMV JOHNS (RNAV)-STAR .....
Chicago Midway (MDW) .....	AMRST-DP VWV GSH GSH-STAR .....
Chicago O'Hare (ORD) .....	AMRST-DP VWV ZANLA WATSON (RNAV)-STAR .....
	or
Chicago Rockford (RFD) .....	AMRST-DP VWV OXI KNOX-STAR .....
Cincinnati (CVG) .....	ALPHE-DP ALPHE J70 PMM .....
	(RNAV only) DJB HERAK APE TIGRR (RNAV)-STAR .....
	or
	(all others) DJB DJB173 HERAK APE035 APE CINCE-STAR .....
Dallas/Fort Worth (DFW) .....	OBRNL-DP RID RID234/40 PXV LIT BONHAM-STAR .....
Denver (DEN) .....	AMRST-DP VWV GSH .....
Elkhart (EKM) .....	AMRST-DP VWV GSH .....
Fort Lauderdale (FLL) .....	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE FORTL-STAR .....
	or
	(GPS or DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 JINGL (RNAV)-STAR .....
Fort Myers (FMY) .....	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW TYNEE (RNAV)-STAR .....
Fort Myers (RSW) .....	(GPS OR DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW TYNEE (RNAV)-STAR .....
Fort Wayne (FWA) .....	OBRNL-DP FWA .....
Grand Rapids (GRR) .....	(RNAV only) ALPHE-DP ALPHE .....
Greensboro (GSO) .....	DJB DJB173 HERAK APE035 APE J186 BULEY .....
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) OBRNL-DP RID RID234/40 PXV LIT J180 SWB ROKIT (RNAV)-STAR .....
	or
	(Non-advanced NAV only) OBRNL-DP RID RID234/40 PXV LIT J180 SWB DAS-STAR .....
Houston (IAH) .....	(Non-advanced NAV only) OBRNL-DP RID RID234/40 PXV LIT J80 SWB DAS-STAR .....
	or
	(Turbojets-GPS or DME/DME-IRU equipped) OBRNL-DP RID234/40 PXV LIT J180 SWB TXMEX (RNAV)-STAR .....
Jacksonville (JAX) .....	DJB DJB173 HERAK APE035 APE J83 SPA J85 AMG ALM-STAR .....
Kalamazoo/Battle Creek (AZO) .....	AMRST-DP VWV .....
Kansas City (MCI) .....	OBRNL-DP VHP J80 SPI BRAYMER-STAR .....
Kennedy (JFK) .....	FAILS V522 ERI JHW J70 LVZ LENDY-STAR .....
La Guardia (LGA) .....	V522 FAILS V188 JFN ETG MIP-STAR .....
Knoxville (TYS) .....	DJB DJB173 HERAK APE035 APE J186 BULEY .....
Las Vegas (LAS) .....	OBRNL-DP VHP STL .....
	or
	AMRST-DP VWV GSH .....
Lewisburg (LWB) .....	DJB DJB173 HERAK APE035 APE .....
Lexington (LEX) .....	OBRNL-DP ROD CVG CLEGG-STAR .....
Little Rock (LIT) .....	OBRNL-DP RID RID234/40 PXV .....
Los Angeles (LAX) .....	AMRST-DP VWV GSH .....
Louisville (SDF) .....	OBRNL-DP ROD CVG REDSTONE-STAR .....

Terminals	Route	Effective Times (UTC)
Minneapolis (MSP) .....	(RNAV only) ALPHE-DP ALPHE J70 PMM BAE EAU-STAR .....	
	or	
	AMRST-DP CRL J34 BAE EAU-STAR .....	
Madison (MSN) .....	(RNAV only) ALPHE-DP ALPHE J70 PMM .....	
Marco Island (MKY) .....	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)-STAR .....	
	or	
	DJB DJB200 APE021 APE J186 J91 ATL J89 J75 TEPEE ZEILR-STAR .....	
Memphis (MEM) .....	OBRLN-DP RID RID234/40 PXV WLDER-STAR .....	
Miami (MIA) .....	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE CYPRESS-STAR .....	
	or	
	(/E/G/R/J/L/Q only) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 RSW DEEDS (RNAV)-STAR .....	
Milwaukee (MKE) .....	AMRST-DP CRL CRL316/75 MKG V2 SUDDS .....	
Myrtle Beach (MYR) .....	DJB DJB173 HERAK APE035 APE .....	
Naples (APF) .....	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)-STAR .....	
Nashville (BNA) .....	OBRLN-DP IIU GUITR-STAR .....	
Newark (EWR) .....	V522 J584 SLT FQM-STAR .....	
New Orleans (MSY) .....	OBRLN-DP RID IIU MCB RYTHM-STAR .....	
Orlando (ORL) .....	(RADAR and DME required) DJB DJB200 APE021 APE J83 SPA CAE SAV OMN CORLL-STAR .....	1100-0400
Orlando (MCO) .....	DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN BITHO-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN CWRLD (RNAV)-STAR .....	1100-0400
Palwaukee (PWK) .....	(RNAV only) ALPHE-DP ALPHE J70 PMM OBK .....	
Philadelphia (PHL) .....	ACO ACO145 J518 J152 HAR V210 BUNTS .....	
Phoenix (PHX) .....	OBRLN-DP VHP STL .....	
	or	
	AMRST-DP VWV GSH .....	
Raleigh/Durham (RDU) .....	DJB DJB173 HERAK APE035 APE HVQ BKW ROA SOUTH- BOSTON-STAR .....	
San Antonio (SAT) .....	OBRLN-DP RID RID234/40 PXV J131 LIT J101 LFK MARCS-STAR .....	
San Francisco (SFO) .....	AMRST-DP VWV GSH .....	
St. Louis (STL) .....	OBRLN-DP VHP VANDALIA-STAR .....	
Sarasota/Bradenton (SRQ) .....	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW CLAMP-STAR .....	
Seattle/Tacoma (SEA) .....	(RNAV only) ALPHE-DP ALPHE J70 PMM .....	
	or	
	(RNAV only) ALPHE-DP ALPHE J34 BAE .....	
South Bend (SBN) .....	AMRST-DP VWV GSH .....	
Tampa (TPA) .....	DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW DARBS-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW FOXXX (RNAV)-STAR .....	
Toledo (TOL) .....	AMRST-DP VWV .....	
Toronto (CYYZ) .....	FAILS V443 DOGGS YXU V098 YWT YWT-STAR .....	
West Chicago/Dupage (DPA) .....	AMRST-DP VWV EON JOT .....	
West Palm Beach (PBI) .....	(GPS or DME/DME-IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY WLACE .....	
	or	
	(all others) DJB DJB173 HERAK APE035 APE J83 SPA TAY WLACE (RNAV)-STAR .....	
Wilmington (ILN) .....	DJB DJB173 HERAK APE035 APE .....	
<b>COLUMBUS (CMH)</b>		
Dallas/Fort Worth (DFW) .....	DQN CVG PXV J131 LIT BYP .....	

Terminals	Route	Effective Times (UTC)
Detroit/Wayne (DTW).....	DJB DJB314 GEMNI GEMNI-STAR .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or (Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or (Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
La Guardia (LGA) .....	HLG ETG MIP-STAR .....	
Miami (MIA) .....	J83 SPA J85 TAY J75 HITTR PIE CYY-STAR.....	
	or (Turbojets-GPS or DME/DME-IRU equipped) J83 SPA J85 TAY SSCOT (RNAV)-STAR.....	
Newark (EWR) .....	DJB J29 J584 SLT FQM-STAR.....	
Washington (IAD) .....	APE APE100 AIR280 AIR J34 SHAAR ROYIL-STAR or (GPS or DME/DME-IRU equipped) APE APE100 AIR280 AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
Washington (DCA) .....	APE APE100 AIR280 AIR J34 SHAAR WZRRD-STAR .....	
	or APE APE100 AIR280 AIR J34 SHAAR ELDEE (RNAV)-STAR .....	
<b>DAYTON (DAY)</b>		
Atlanta (ATL) .....	(RNAV only) IIU BWG ERLIN (RNAV)-STAR .....	
	or IIU BWG ROME-STAR.....	
Boca Raton (BCT).....	(GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY PRRIE (RNAV)-STAR .....	1100-0300
Charlotte (CLT) .....	CVG FLM JOHNS (RNAV)-STAR.....	0700-2300
Dallas/Fort Worth (DFW) .....	J29 PXV J131 LIT BYP.....	
Fort Lauderdale (FLL) .....	V47 CVG HYK VXV J43 ATL J89 HITTR PIE FORTL-STAR.....	
	or (GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J43 ATL J89 OTK JINGL (RNAV)-STAR .....	
Fort Myers (FMY).....	V47 CVG HYK VXV J43 SZW TYNEE (RNAV)-STAR .....	
Fort Myers (RSW) .....	(GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J43 SZW TYNEE (RNAV)-STAR .....	1100-0300
Houston (HOU) .....	GPS or DME/DME-IRU equipped) LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or (Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or (Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
La Guardia (LGA) .....	J29 J146 ETG MIP-STAR .....	
Marco Island (MKY) .....	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)-STAR..	
Miami (MIA) .....	V47 CVG HYK VXV J43 ATL SZW J43 PIE CYY-STAR .....	
	or (Turbojets-GPS or DME/DME-IUR equipped) V47 CVG HYK VXV J43 ATL SZW SSCOT (RNAV)-STAR.....	
Naples (APF).....	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)-STAR..	
Orlando Executive (ORL) .....	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE-STAR .....	1100-0300
	or	

Terminals	Route	Effective Times (UTC)
	(GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)-STAR .....	1100-0400
Orlando Intl (MCO) .....	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE-STAR .....	1100-0300
	or (GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG BUGGZ (RNAV)-STAR .....	1100-0400
Sarasota/Bradenton (SRQ) .....	V47 CVG HYK VXV J43 SZW CLAMP-STAR .....	
Tampa (TPA) .....	V47 CVG HYK VXV J43 SZW DARBS-STAR .....	
	or (GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J43 SZW FOXXX (RNAV)-STAR .....	
West Palm Beach (PBI) .....	(GPS or DME/DME-IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY WLACE .....	1100-0300
	or V47 CVG HYK VXV J99 IRQ TAY WLACE (RNAV)-STAR .....	1100-0300
<b>DETROIT METRO AREA (DTW, DET, YQG, PTK, YIP, ARB)</b>		
Albany (ALB) .....	MOONN-DP JHW .....	
Allentown (ABE) .....	ERRTH-DP ETG .....	
Atlanta (ATL) .....	RICHMOND-DP RID IIU BWG ROME-STAR .....	
	or (RNAV only) RICHMOND-DP RID IIU BWG ERLIN (RNAV)-STAR .....	
Atlantic City (ACY) .....	ERRTH-DP CXR EWC JST J152 HAR SIE .....	
Baltimore (BWI) .....	ACO AIR AIR111 KEMAN WESTMINSTER-STAR .....	
Bedford (BED) .....	MOONN-DP JHW J82 ALB .....	
Binghamton (BGM) .....	MOONN-DP JHW .....	
Birmingham (BHM) .....	RICHMOND-DP RID IIU .....	
Boston (BOS) .....	MOONN-DP JHW J82 ALB GARDNER-STAR .....	
Buffalo (BUF) .....	(60-170 incl) MOONN-DP BROKK DKK .....	
Burlington (BTV) .....	MOONN-DP J29 JHW LAGGS .....	
Cancun (MMUN) .....	RICHMOND-DP RID IIU .....	
Charleston (CHS) .....	ROSEWOOD-DP ROD FLM HMV .....	
Charleston (CRW) .....	ACO AIR HVQ .....	
	or (Turboprops/Props-at or below FL210) SCORR CHOOT APE HVQ .....	
Charlotte (CLT) .....	ROSEWOOD-DP ROD FLM HMV JOHNS (RNAV)-STAR .....	
Chicago Midway (MDW) .....	JXN V116 LEROY GSH GSH-STAR .....	
Cincinnati (CVG) .....	FDY DEBAR-STAR .....	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	MAARS HIMEZ HIMEZ-STAR .....	
Columbus (CMH) .....	SCORR CHOOT YOGGI GUNNE-STAR .....	
Dallas/Fort Worth (DFW) .....	FORT WAYNE-DP FWA RBS STL RZC FSM BONHAM-STAR .....	
Denver (DEN) .....	DUNKS J70 PMM J94 ONL J114 SNY LANDR-STAR .....	1100-0359
Elmira (ELM) .....	MOONN-DP JHW .....	
Ft. Lauderdale (FLL) .....	ROSEWOOD-DP ROD FLM VXV CRG OMN GISSH-STAR .....	
	or ROSEWOOD-DP ROD FLM VXV CRG OMN FISEL (RNAV)-STAR .....	
Fort Myers (FMY & RSW) .....	(Turbojets-GPS or DME/DME-IRU equipped) ROSEWOOD-DP ROD FLM VXV AMG SHFTY (RNAV)-STAR .....	
Greensboro (GSO) .....	AIR EKN ROA HENBY .....	
Greer (GSP) .....	ROSEWOOD-DP ROD FLM SOT V185 UNMAN .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) RID-DP RID PXV J131 LIT J180 SWB ROKIT (RNAV)-STAR.... or	

Terminals	Route	Effective Times (UTC)
	(Non-advanced NAV only) RID-DP RID PXV J131 LIT J180 SWB DAS-STAR .....	
Houston (IAH) .....	CAVVS VVW ROD J29 PXV J131 LIT J180 CLUBS DAS-STAR .....	
	or (Turbojets-GPS or DME/DME-IRU equipped) RID-DP RID PXV J131 LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or (Non-advanced NAV only) RID-DP RID PXV J131 LIT J180 SWB DAS-STAR .....	
Huntsville (HSV) .....	RICHMOND-DP RID IIU J39 BNA .....	
Indianapolis (IND) .....	ANNTS DX0217 FWA071 FWA MIE V14 CLANG-STAR .....	
Jacksonville (JAX) .....	ROSEWOOD-DP ROD FLM VVX AMG ALMA-STAR ..	
Kennedy (JFK) .....	MOONN-DP JHW J70 LVZ LENDY-STAR .....	
La Guardia (LGA) .....	ERRTH-DP ETG ETG MILTON-STAR .....	
Lexington (LEX) .....	ROSEWOOD-DP ROD CVG CLEGG-STAR .....	
Los Angeles (LAX) .....	DUNKS J70 PMM OBK IOW J60 HEC J64 .....	1100-0300
Louisville (SDF) .....	ROSEWOOD-DP ROD CVG REDSTONE-STAR .....	
Manchester (MHT) .....	MOONN-DP JHW J82 ALB EEN .....	
Memphis (MEM) .....	RICHMOND-DP CAVVS VVW ROD PXV WLDER-STAR .....	
Miami (MIA) .....	(RNAV only) ROSEWOOD-DP ROD FLM VVX CRG OMN HILEY (RNAV)-STAR .....	
	or ROSEWOOD-DP ROD FLM VVX CRG OMN ANNEY-STAR .....	
Minneapolis (MSP) .....	LAYNE DX0006 YQG341 J38 GRB EAU-STAR .....	
Montreal (CYUL) .....	TYCOB YQG098 J554 JHW J29 SYR ART ART040 J594 MSS FRANX FRANX-STAR .....	1100-0300
Myrtle Beach (MYR) .....	ACO AIR EKN RDU .....	
Nashville (BNA) .....	RICHMOND-DP RID IIU GUITR-STAR .....	
Newark (EWR) .....	ERRTH SLT FQM-STAR .....	
New Orleans (MSY) .....	RICHMOND-DP RID IIU J39 BNA MEI RYTHM-STAR .....	
Niagara Falls (IAG) .....	MOONN-DP BROKK DKK .....	
Norfolk (ORF) .....	ACO AIR MOL TERKS-STAR .....	
Norwood (OWD) .....	MOONN-DP JHW J82 ALB GDM .....	
Orlando Exec (ORL) .....	CAVVS VVW ROD J43 VVX J99 IRQ J85 AMG LEESE-STAR .....	
	or (GPS or DME/DME-IRU equipped) ROSEWOOD-DP ROD J43 VVX J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)-STAR .....	1100-0400
Orlando Intl (MCO) .....	ROSEWOOD-DP ROD FLM VVX AMG LEESE-STAR ..	
	or (GPS or DME/DME-IRU equipped) ROSEWOOD-DP ROD FLM VVX AMG BUGGZ (RNAV)-STAR .....	1100-0400
Philadelphia (PHL) .....	ERRTH-DP CXR EWC JST BUNTS-STAR .....	
Pittsburgh (PIT) .....	ACO CUTTA-STAR .....	
Portland (PWM) .....	MOONN-DP JHW J82 ALB CAM CON CON061 NEETS .....	
Pottstown (PTW) .....	ERRTH-SID CXR EWC JST .....	
Providence (PVD) .....	MOONN-DP JHW J82 MEMMS J522 HNK TEDDY-STAR .....	
Raleigh/Durham (RDU) .....	ACO AIR EKN ROA SOUTH BOSTON-STAR .....	
Reading (RDG) .....	ERRTH-DP ETG .....	
Richmond (RIC) .....	ACO AIR MOL FAK .....	
Roanoke (ROA) .....	ACO AIR EKN ROA .....	
	or (Turboprops/Props/at or below 230) SCORR CHOOT APE ROA .....	
Rochester (ROC) .....	MOONN-DP BROKK DKK .....	

Terminals	Route	Effective Times (UTC)
San Antonio (SAT) .....	FORT WAYNE-DP FWA RBS STL RZC MLC ACT MARCS-STAR .....	
	or	
	RICHMOND-DP RID RID234/40 PXV J131 TXK FZT TNV IDU MARCS-STAR .....	
San Francisco (SFO) .....	DUNKS J70 PMM J94 FMG ILA PYE .....	
Sarasota/Bradenton (SRQ) .....	ROSEWOOD-DP ROD FLM VXV AMG TAY LAL .....	
Shreveport (SHV) .....	RICHMOND-DP RID RID234/40 PXV .....	
St. Louis (STL) .....	ANNTS DX0217 FWA071 FWA RBS VLA-STAR .....	
Syracuse (SYR) .....	MOONN-DP JHW .....	
Tampa (TPA) .....	ROSEWOOD-DP ROD FLM VXV AMG TAY LZARD-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) ROD-DP ROD FLM VXV AMG TAY DADES (RNAV)-STAR .....	
Teterboro (TEB) .....	MOONN-DP JHW J70 LVZ WILKES BARRE-STAR ...	
Toronto (CYYZ) .....	PISTN DX0020 V450 YWT V216 .....	
Trenton (TTN) .....	ERRTH-DP CXR EWC JST BUNTS-STAR .....	
Washington Dulles (IAD) .....	J42 BKW ROYIL-STAR .....	
	or	
	J42 BKW SHNON (RNAV)-STAR .....	
	or	
	PXV IIU J8 HVQ ROYIL-STAR .....	
	or	
	PXV IIU J8 HVQ SHNON (RNAV)-STAR .....	
Washington Natl (DCA) .....	(all others) ACO AIR J34 BUCKO BUCKO-STAR ....	
	or	
	(GPS or DME/DME-IRU equipped) ACO AIR J34 BUCKO ELDEE (RNAV)-STAR .....	
Westhampton Beach (FOK) .....	MOONN-DP JHW J70 STW LENDY .....	
West Palm Beach (PBI) .....	(GPS or DME/DME-IRU equipped) ROSEWOOD-DP ROD FLM VXV CRG OMN TUXXI-STAR .....	
	or	
	ROSEWOOD-DP ROD FLM VXV CRG OMN FRWAY (RNAV)-STAR .....	
White Plains (HPN) .....	MOONN-DP JHW ITH DNY VALRE-STAR .....	
Wilkes-Barre (AVP) .....	MOONN-DP JHW .....	
Wilmington (ILG) .....	ERRTH-DP CXR EWC JST BUNTS-STAR .....	
Windsor Locks (BDL) .....	MOONN-DP JHW J82 WILET SWEDE-STAR .....	
Winston Salem (INT) .....	AIR EKN ROA HENBY .....	
<b>ELKHART (EKM)</b>		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	LFD CRL HIMEZ-STAR .....	
<b>EVANSVILLE (EVV)</b>		
Chicago O'Hare (ORD) .....	(/E/G/R/J/L/Q only) HEVAN MZZ ROYKO (RNAV)-STAR .....	0000-2359
	or	
	(non-advanced RNAV only) HEVAN MZZ MZZ344/33 OXI KNOX-STAR .....	0000-2359
<b>FLINT (FNT)</b>		
Atlanta (ATL) .....	(RNAV-only) VWV RID IIU BWG ERLIN (RNAV)-STAR .....	
	or	
	VWV RID IIU BWG ROME-STAR .....	
Cincinnati (CVG) .....	FWA DEBAR-STAR .....	
<b>FORT WAYNE (FWA)</b>		
Cincinnati (CVG) .....	FWA DEBAR-STAR .....	
<b>GRAND RAPIDS (GRR)</b>		
Atlanta (ATL) .....	IIU BWG ROME-STAR .....	
	or	
	(RNAV only) IIU BWG ERLIN (RNAV)-STAR .....	
Cincinnati (CVG) .....	FWA DEBAR-STAR .....	
Cleveland Metro (CLE) (CGF) (BKL) (LNN) (LPR) .....	GRR HIMEZ-STAR .....	

Effective  
Times  
(UTC)

Terminals	Route	
<b>HAMILTON (CYHM)</b>		
Detroit/Wayne Area (DET, YIP, PTK, CYQG) .....	YXU PICES-STAR.....	
<b>INDIANAPOLIS (IND)</b>		
Dallas/Fort Worth (DFW) .....	J24 STL RZC FSM BYP .....	
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
<b>KALAMAZOO/BATTLE CREEK (AZO)</b>		
Cincinnati (CVG).....	FWA DEBAR-STAR .....	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR) .....	LFD CRL HIMEZ-STAR.....	
<b>LANSING (LAN)</b>		
Atlanta (ATL) .....	(RNAV only) VWV RID IIU BWG ERLIN (RNAV)-STAR .....	
	or	
	VWV RID IIU BWG ROME-STAR.....	
Cincinnati (CVG).....	FWA DEBAR-STAR .....	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR) .....	SVM HIMEZ-STAR .....	
<b>LONDON (CYXU)</b>		
Detroit Metro Area (YIP, PTK, DET, CYQG) .....	YXU PICES-STAR.....	
<b>MADISON (MSN)</b>		
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR) .....	SQUIB GRR HIMEZ-STAR.....	
<b>MILWAUKEE (MKE)</b>		
Akron (CAK).....	OBK SAMPL ADIME OTENS VWV MFD V8 DALTS ...	
Albany (ALB) .....	SQUIB MKG ECK YXU BUF .....	
Andrews AFB (ADW) .....	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD-STAR.....	
Baltimore (BWI) .....	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER-STAR .....	
Boca Raton .....	(GPS or DME/DME-IRU equipped) OBK J73 SZW PRRIE (RNAV)-STAR .....	
Bedford (BED).....	SQUIB MKG ECK YXU BUF ALB GDM V431 LOBBY	
Boston (BOS) .....	SQUIB MKG ECK YXU BUF ALB GARDNER-STAR ...	
Buffalo (BUF) .....	SQUIB MKG ECK YXU .....	
Burlington (BTV).....	SQUIB MKG ECK YXU BUF SYR J29 LAGGS .....	
Cleveland Metro Area (CLE) .....	SQUIB LAN SVM HIMEZ-STAR .....	
Detroit/Wayne (DTW).....	BAE POLAR-STAR .....	
Detroit Metro Area (YIP) .....	SQUIB LAN SPRTN-STAR.....	
Flint (FNT) .....	SQUIB.....	
Fort Lauderdale (FLL) .....	OBK J73 SZW JINGL (RNAV)-STAR.....	1100-0300
	or	
	(GPS or DME/DME-IRU equipped) OBK J73 SZW JINGL (RNAV)-STAR .....	
Fort Myers (FMY) .....	OBK J73 SZW TYNEE (RNAV)-STAR.....	1100-0300
Harrisburg (MDT).....	OBK SAMPL ADIME GERBS J146 CXR EWC HAR ...	1100-0300
Houston (HOU) .....	(GPS or DME/DME-IRU equipped) LIT J180 SWB ROKIT (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	
Houston (IAH) .....	(Turbojets-GPS or DME/DME-IRU equipped) LIT J180 SWB TXMEX (RNAV)-STAR .....	
	or	
	(Non-advanced NAV only) LIT J180 SWB DAS-STAR.....	



Terminals	Route	Effective Times (UTC)
Hyannis (HYA).....	SQUIB MKG ECK YXU BUF ENE LFA.....	
Jackson (JXN).....	SQUIB.....	
Kansas City (MCI).....	DBQ BRAYMER-STAR.....	
Kansas City (MKC).....	DBQ IRK BRAYMER-STAR.....	
Kennedy (JFK).....	SQUIB MKG ECK J16 HANKK J522 HNK IGN KINGSTON-STAR.....	
La Guardia (LGA).....	SQUIB MKG ECK YXU BUF GEE ROCKDALE-STAR ..	
Lansing (LAN).....	SQUIB.....	
Mansfield (MFD).....	OBK SAMPL ADIME OTENS VVW .....	
Miami (MIA).....	OBK J73 SZW J43 PIE CYY-STAR .....	1100-0300
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) OBK J73 SZW SSCOT (RNAV)-STAR .....	1100-0300
Montreal (CYUL).....	SQUIB MKG ECK YYZ J594 MSS.....	
Morristown (MMU).....	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE .....	
Nashville (BNA).....	OBK J73 PXV CCT HEHAW-STAR .....	
Newark (EWR).....	SQUIB MKG ECK J16 HANKK J522 HNK SHAFF-STAR .....	
Niagara Falls (IAG).....	SQUIB MKG ECK YXU .....	
Orlando Executive (ORL).....	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)-STAR.....	1100-0400
Orlando Intl (MCO).....	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE-STAR .....	1100-0300
	or	
	(GPS or DME/DME-IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)-STAR.....	1100-0400
Philadelphia (PHL).....	OBK SAMPL ADIME GERBS J146 CXR EWC JST BUNTS-STAR.....	
Pittsburgh (PIT).....	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB ACO CUTTA-STAR.....	
Portland (PWM).....	SQUIB MKG ECK YXU BUF ALB CON PARSO .....	
Pottstown (PTW).....	SQUIB ADALE J34 CRL CXR EWC JST .....	
Providence (PVD).....	SQUIB MKG ECK J16 HANKK J522 HNK TEDDY-STAR .....	
Sarasota/Bradenton (SRQ).....	OBK J73 SZW CLAMP-STAR .....	1100-0300
Syracuse (SYR).....	SQUIB MKG ECK YXU BUF .....	
Tampa (TPA).....	OBK J73 SZW DARBS-STAR .....	1100-0300
	or	
	(GPS or DME/DME-IRU equipped) OBK J73 SZW FOXXX (RNAV)-STAR.....	1100-0300
Teterboro (TEB).....	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE .....	
Toledo (TOL).....	SQUIB PMM LFD .....	
Toronto (CYYZ).....	SQUIB MKG ECK V216.....	
Washington Dulles (IAD).....	OBK GIJ J146 J34 DJB J34 AIR MGW MGW121 VERNI ESL SHAAR ROYIL-STAR.....	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)-STAR.....	
Washington Natl (DCA).....	OBK GIJ J146 J34 DJB J34 SHAAR WZRRD-STAR ..	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)-STAR .....	
West Palm Beach (PBI).....	(GPS or DME/DME-IRU equipped) OBK J73 SZW WLACE.....	
White Plains (HPN).....	SQUIB MKG ECK J16 BUF ITH DNY VALRE-STAR ..	
Windsor Locks (BDL).....	SQUIB MKG ECK J16 AUDIL SWEDE-STAR.....	
Youngstown (YNG).....	OBK SAMPL ADIME GERBS CXR .....	

Effective  
Times  
(UTC)

Terminals	Route
<b>MOLINE (MLI)</b>	
Cleveland Metro Area (CLE) (CGF) (BKL)	
(LNN) (LPR) .....	ELX CRL HIMEZ-STAR .....
Detroit/Wayne (DTW) .....	MKG POLAR-STAR
<b>MONTREAL (CYUL)</b>	
Cincinnati (CVG) .....	(RNAV only) YOW J546 YSO MAULL KODIE CTW
	TIGRR (RNAV)-STAR .....
	or
	(all others) YOW J546 YSO YYZ JHW JHW194
	MAULL SLT249 KODIE CTW081 CTW
	CINCE-STAR .....
Detroit/Wayne (DET) .....	YOW J546 .....
Kennedy (JFK) .....	V282 J524 BUGSY J570 ALB IGN IGN-STAR .....
La Guardia (LGA) .....	V282 J542 BUGSY J570 ALB PWL IGN V157
<b>OSHAWA (CYOO)</b>	
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB) .....	YSN YHM YXU PICES-STAR .....
<b>OTTAWA (CYOW)</b>	
Detroit Metro Area (DTW, DET, YQG, PTK, YIP ARB) .....	YOW J546 YSO YXU PICES-STAR .....
<b>PEORIA (PIA)</b>	
Detroit/Wayne (DTW) .....	MKG POLAR-STAR .....
<b>ROCKFORD (RFD)</b>	
Cleveland Metro Area (CLE) (CGF) (BKL)	
(LNN) (LPR) .....	ELX CRL HIMEZ-STAR .....
<b>SAGINAW (MBS)</b>	
Cleveland Metro Area (CLE) (CGF) (BKL)	
(LNN) (LPR) .....	MBS V133 SVM HIMEZ-STAR .....
<b>SAINT THOMAS (CYQS)</b>	
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB) .....	AXXIS PICES-STAR .....
<b>SOUTH BEND (SBN)</b>	
Atlanta (ATL) .....	(RNAV only) IIU BWG ERLIN (RNAV)-STAR .....
	or
	IIU BWG ROME-STAR .....
Cincinnati (CVG) .....	FWA DEBAR-STAR .....
Cleveland Metro Area (CLE) (CGF) (BKL)	
(LNN) (LPR) .....	LFD CRL HIMEZ-STAR .....
<b>TOLEDO (TOL)</b>	
Atlanta (ATL) .....	VWV RID IIU BWG ROME-STAR .....
<b>TORONTO (CYYZ)</b>	
Cincinnati (CVG) .....	(RNAV only) THORL JHW MAULL KODIE CTW
	TIGRR (RNAV)-STAR .....
	or
	(all others) THORL JHW JHW194 MAULL SLT249
	KODIE CTW081 CTW CINCE-STAR .....
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB) .....	ANCOL V104 YXU PICES-STAR .....
La Guardia (LGA) .....	(above 250 kts) V252 GEE RKA-STAR .....
	or
	(250 kts or less) V252 GEE V14 BEEPS J522
	EXTOL RKA292 RKA NOBB-STAR .....
San Francisco (SFO) .....	GRB J106 GEP J70 ABR J32 FMG ILA PYE .....
<b>WATERLOO (CYKF)</b>	
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB) .....	YXU PICES-STAR .....

1100-0300

# PREFERRED IFR ROUTES

## SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic originating east of Chicago Terminating Denver:		
DJB .....	J60 IOW DSM J144 OBH J10 LBF SAYGE-STAR .....	1300-0100
BAE .....	J16 MCW ONL J114 SNY LANDR-STAR .....	1300-0100
STL .....	STL J110 GCK J154 RYLIE DANDD-STAR .....	
Traffic overflying Cleveland Center and south of SLT:		
HPN .....	(above 250 kts) SLT J190 CFB DNY280 DNY VALRE-STAR .....	
	or	
	PSB J49 CFB220 CFB DNY280 DNY VALRE-STAR .....	
	or	
	(250 kts or less) SLT J190 CFB DNY280 DNY NOBBI-STAR .....	
	or	
	PSB J49 CFB220 CFB DNY280 DNY NOBBI-STAR .....	
EWR .....	ROD J29 J584 FQM-STAR .....	1100-0300
ROD J29 J70 LVZ LENDY-STAR .....	1100-0300 or	
BKW J42 GVE KORRY-STAR .....	1100-0300	
PHL .....	ROD J152 HAR V210 BUNTS .....	1100-0300
	or	
	BKW J42 GVE DPNT-STAR .....	1100-0300
PIT .....	APE CTW V443 WISKE .....	
	or	
	HNN JPU V117 WISKE .....	
TEB/MMU/CDW/Satellites .....	(Non-Advanced Nav Aircraft only) ROD J29 JHW J70 LVZ LVZ-STAR .....	
Traffic overflying Badger VORTAC, BAE to Washington Dulles IAD:		
BAE .....	J34 AIR MGW MGW121 VERNI ESL ROYIL-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) J34 AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
Traffic overflying Gipper VORTAC, GIJ to Washington Dulles IAD:		
GIJ .....	J146 WOOST J34 AIR MGW MGW121 VERNI ESL ROYIL-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) J146 WOOST J34 AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
Traffic overflying Indianapolis Center area eastbound originating north and west of a line from DFW to JFK:		
ABE .....	ROD CXR J146 .....	
BDL .....	ROD J29 JHW J82 WILET RKA SWEDE-STAR .....	
BWI .....	ROD J152 J162 MGW EMI-STAR .....	
CEF .....	ROD J29 JHW J82 ALB .....	
FRG .....	ROD J29 JHW J82 J522 HNK IGN V58 V91 CCC .....	
HPN .....	(above 250 kts) ROD J29 JHW J82 WILET DNY VALRE-STAR) .....	
	or	
	(250 kts or less) ROD J29 JHW J82 WILET DNY NOBBI-STAR .....	
ISP .....	(above 250 kts) ROD J152 J78 PSB J49 HNK J68 V130 TOMES MAD V34 CREAM V16 CCC .....	
	or	
	(250 kts or less) ROD J152 J78 PSB J49 HNK DNY LOVES-STAR .....	
TEB/MMU/CDW/LDJ .....	ROD J29 JHW J70 LVZ-STAR .....	

Terminals	Route	Effective Times (UTC)
Traffic overflying Indianapolis Center area eastbound originating south and east of a line from DFW to JFK:		
ABE .....	BKW LDN LDN031 V377 HAR V162 DUMMR.	
ACY .....	BKW J42 OTT SIE .....	
BWI .....	BKW J147 CSN OTT-STAR .....	
DAA .....	BKW J213 V143 V4 AML .....	
DCA/ADW .....	BKW WZRRD-STAR .....	
	or	
DOV .....	BKW ELDEE (RNAV)-STAR .....	
HPN .....	BKW J42 GVE ENO-STAR .....	
IAD .....	BKW J42 OOD J150 CYN BOUNO-STAR .....	1100-1830 and 2230-0300
	BKW ROYIL-STAR .....	
	or	
	BKW SHNON (RNAV)-STAR .....	1100-1830 and 2230-0300
	or	
	GSO J14 CREWE J51 FAK COATT-STAR .....	1830-2230
	or	
	GSO J14 CREWE J51 FAK BARIN (RNAV)-STAR .....	1830-2230
LFI .....	BKW J42 MOL J24 HCM .....	
NSF .....	BKW J213 FINKS AML259 AML .....	
PHL .....	BKW J42 GVE DPNT-STAR .....	
TEB/MMU/CDW/LDJ .....	(Advanced Nav Aircraft only) BKW J42 GVE JAIKE-STAR .....	
WRI .....	BKW J42 OTT SIE-STAR .....	
Traffic overflying Indianapolis Center from Kansas City Center landing at Cleveland Metro:		
CLE .....	(GPS or DME/DME-IRU equipped) STL J134 JUDDI CVG ABERZ-STAR .....	
Traffic overflying Indianapolis Center from Kansas City Center landing at Detroit/Wayne:		
DTW .....	(GPS or DME/DME-IRU equipped) PXV VHP FWA MIZAR-STAR .....	
Traffic overflying Indianapolis (ZID) or Cleveland (ZOB) Centers landing in the Washington Metropolitan Area:		
BWI .....	MGW EMI-STAR .....	1100-0300
	or	
	BKW J147 CSN OTT-STAR .....	1100-0300
DCA .....	APE J30 BUCKO BUCKO-STAR .....	1100-0300
	or	
	BKW FINKS-STAR .....	1100-0300
	or	1100-0300
	(GPS or DME/DME-IRU equipped) BKW ELDEE (RNAV)-STAR .....	1100-0300
	or	
	APE J30 SHAAR WZRRD-STAR .....	
	or	
	BKW WZRRD-STAR .....	
	or	
	APE J30 SHAAR ELDEE .....	
	or	
	BKW ELDEE (RNAV)-STAR .....	
	or	
IAD .....	APE AIR MGW MGW121 VERNI ESL ROYIL-STAR .....	
	or	
	BKW ROYIL-STAR .....	
	or	
	HVQ ROYIL-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) APE AIR MGW VERNI ESL SHNON (RNAV)-STAR .....	
	or	
	BKW SHNON (RNAV)-STAR .....	
	or	
	HVQ SHNON (RNAV)-STAR .....	

Terminals	Route	Effective Times (UTC)
Traffic overflying Indianapolis Center (ZID) to Chicago O'Hare (ORD)		
ORD .....	(Non-Advanced Nav Aircraft only) ATL J89 IIU MZZ OXI KNOX-STAR .....	
	or	
	(Non-Advanced Nav Aircraft only) BNA IIU MZZ OXI KNOX-STAR .....	
	or	
	(Non-Advanced Nav Aircraft only) FLM J24 BIGXX MZZ OXI KNOX-STAR .....	
	or	
	(Non-Advanced Nav Aircraft only) IRQ J99 IIU MZZ OXI KNOX-STAR .....	
	or	
	(Non-Advanced Nav Aircraft only, Washington/Baltimore Metro Area Only: BWI, DCA, IAD) ROD J149 FWA KNOX-STAR .....	

## HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J24/110 .....	Indianapolis, IN to St. Louis, MO .....	West	1100-0300
J30 .....	Joliet, IL to TRIXY Intn, VA .....	East	1100-0300
J34 .....	Bellaire, OH to TRIXY Intn, VA .....	East	1100-0300
J149 .....	Armel, VA to Rosewood, OH .....	West	1100-0300
J162 .....	Bellaire, OH to Martinsburg, WV .....	East	1100-0300

## Q-ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	DME
<b>Q1</b>	ELMAA-ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE-EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON-EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY-ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE-ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY-POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
<b>Q2</b>	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL-ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO-NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
<b>Q3</b>	FEPOT-FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK-FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY-FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER-FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
<b>Q4</b>	FOWND-POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE-SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR-ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL-SKTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
<b>Q5</b>	SKTR-EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
	HAROB-HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU-HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR-HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG-HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU-STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
<b>Q7</b>	JINMO-JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN-JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ-JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA-AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
<b>Q9</b>	SUMMA-SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE-SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE-REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG-DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE-PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI-PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
<b>Q13</b>	PITVE-PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH-LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
<b>Q15</b>	All segments	None; GNSS required
<b>Q19</b>	All segments	None; GNSS required
<b>Q20</b>	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IUU, FAM, BWG, CSX
	CORONA-HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS-UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS-FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
<b>Q21</b>	FUSCO-JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
<b>Q22</b>	GUSTI-OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY-ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJJ
<b>Q23</b>	ACMES-CATLN	SJJ, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES-BATON ROUGE BATON ROUGE-IRUBE IRUBE-PAYTN	AEX, DAS, LCH, MCB, LFT, BTR AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW-WALNUT RIDGE WALNUT RIDGE-WLSUN WLSUN-POCKET CITY	ELD, MEM, LIT, FAM, RZC MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD PYRMD-HAKAT HAKAT-ESTEE	EIC, LIT, ELD, OKM, TXK ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK ARG, LIT, FAM, SGF, MEM
Q29	ESTEE-POCKET CITY HARES-MEMPHIS MEMPHIS-SIDAE SIDAE-POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA MEM, ARG, LIT, JAN, ELD, SQS MEM, PXV, BNA, BWG, ARG, ENL PXV, TTH, BWG, ENL
Q30	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX JODOX-MARVELL MARVELL-TIIDE TIIDE-POCKET CITY	SQS, LIT, TXK SQS, LIT, ELD, MEM, ARG ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH BWG, PXV, ENL, TTH
Q32	EL DORADO-GAGLE GAGLE-CRAMM CRAMM-NASHVILLE NASHVILLE-SWAPP	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK JAN, SQS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GQO BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
Q34	LITTLE ROCK-PROWL TEXARKANA-MATIE MATIE-MEMPHIS MEMPHIS-SWAPP	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY-NEERO NEERO-WINEN WINEN-CORKR CORKR-DRAKE	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK-TWITS TWITS-DEPEC DEPEC-NASHVILLE NASHVILLE-SWAPP	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU GQO, BWG, BNA, PXV, IIU VXV, BWG, BNA, GQO, PXV, IIU
Q38	ROKIT-INCIN INCIN-LAREY LAREY-BESOM	DAS, LCH, SWB, IAH, LFK, HUB, AEX JAN, MCB, SWB, AEX JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA-DOOMS DOOMS-WINAP WINAP-MISLE	AEX, SWB, LCH, JAN, HEZ, MCB JAN, SQS, MEI, MCB MEI, VUZ, JYU
Q42	KIRKSVILLE-STRUK STRUK-DANVILLE  DANVILLE-MUNCIE MUNCIE-HIDON	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC AIR, APE, HNN, CXR, HVQ, EWC, DJB
Q104	HIDON-BUBAA BUBAA-PSYKO PSYKO-BRNAN BRNAN-MAALS MAALS-SUZIE SUZIE-EAST TEXAS EAST TEXAS-ELIOT DEFUN-HEVVN HEVVN-PLYER PLYER-SWABE SWABE-ST PETERSBURG ST PETERSBURG-CYPRESS	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD PIE, ORL, OMN, SRQ, TAY LAL, ORL, OMN, SRQ, PHK, PIE PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

Route	Segment	DME
<b>Q106</b>	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
<b>Q108</b>	GADAY-CLAWZ	MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG
<b>Q110</b>	THNDR-JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
<b>Q112</b>	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
<b>Q116</b>	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
<b>Q118</b>	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
<b>Q501</b>	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU,
		DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
<b>Q502</b>	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW,
<b>Q504</b>		MSP, MNM, ASP, TVC, GEP, RWF, BRD
	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC,
		SAW, GRB, BRD
<b>Q505</b>	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

\*Denotes Critical DME Facility



**RNAV Routing Pitch and Catch Points**

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

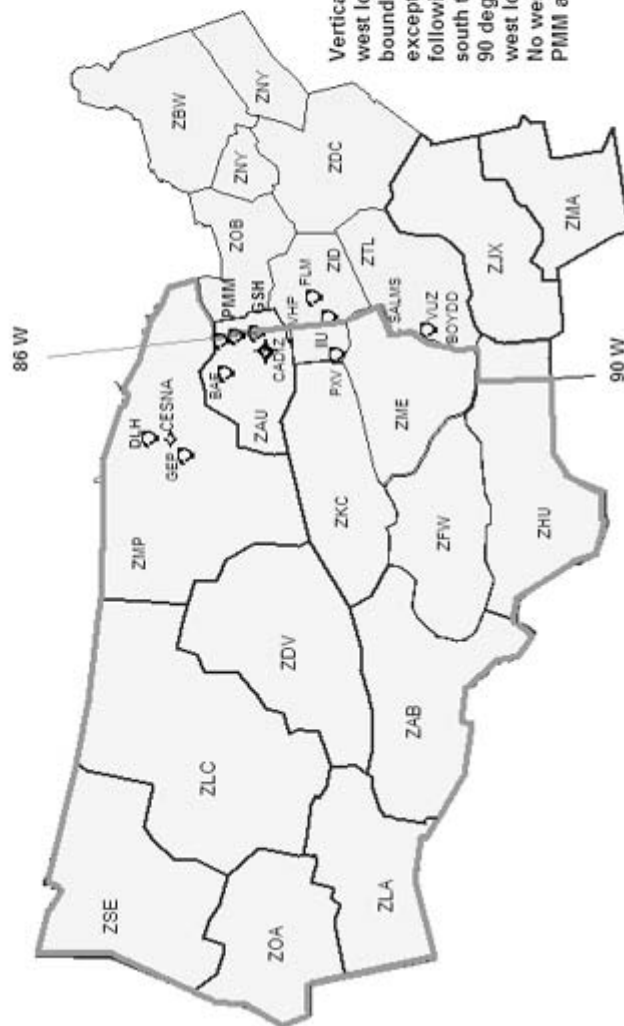
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

### High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



Vertical Pitch Line: 85 degrees west longitude from the ZMP/ZA boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

### HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

### HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MVZ or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR or MLC J105 SGF BDF BRADFORD-STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, EMG, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, ELD Q32 J42

Houston Hobby	LIT, EMG, MLC, JCT, or Aircraft joining J42 to the northeast, ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTs or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL JSICA
Oakland	GALLI, INSLO, HAROL JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

### **Catch Points for Airports Located Outside HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR
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Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

\*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

**Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY-STAR or ESPAN FRIHO-STAR or LAVAN LAVAN-STAR or FTI FRIHO-STAR or MIERA MIERA-STAR
Austin Terminal Area	Aircraft west of a north-south line at LFK, BLEWE or Aircraft east of a north-south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)-STAR
Chicago Midway	CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE-STAR or TVC PULLMAN-STAR or FOD DBQ JVL JANESVILLE-STAR or MCW JANESVILLE-STAR or GCK IRK BRADFORD-STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD-STAR
	or
	HGO QUAIL-STAR
	or
	LOPEC-STAR
	or
	ALS LARKS-STAR
	or
	HBU POWDR-STAR
	or
	EKR TOMSN-STAR
	or
	CHE TOMSN-STAR
	or
	BFF LANDR-STAR
	or
	LBF SAYGE-STAR
	or
	HCT SAYGE-STAR
	or
	RSK LARKS-STAR
	or
	LAA QUAIL-STAR
	or
	GCK J154 RYLIE DANDD-STAR
	or
	OCS J154 ALPOE RAMMS-STAR
	or
	YANKI J114 SNY LANDR-STAR
	or
	Aircraft filed BIL or east, MBW RAMMS-STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR
	Aircraft through ZHU airspace remain south ZME and ZTL airspace
	or
	SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT
	or
	Aircraft south and east of LLA, LLA
	or
	MISLE Q40 AEX
	or
	Aircraft north and east of SJI, SJI
	or
Houston Hobby	Aircraft east of PXV, PXV Q31 DHART SWB
	or
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	CRP, ELLVR, SAT, SWB
	or
	Aircraft south and east of GIRLY, GIRLY
	or
	Aircraft north and east of SJI, SJI
Jacksonville	or
	BESOM Q38 ROKIT ROKIT-STAR
	or
	Aircraft east of PXV, PXV Q29 HARES SWB
	or
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	GADAY ZOOSS TAY
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	ZOOSS TAY



John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVNV Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVNV Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE–STAR
	or
	MVA MODESTO–STAR
	or
	ENI GOLDEN GATE–STAR
	or
	OAL MODESTO–STAR
San Jose	or
	South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR
	FMG HYP EL NIDO–STAR
	or
	OAL HYP EL NIDO–STAR
	or
	ENI GOLDEN GATE–STAR
Seattle Terminal Area	or
	South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR
	Aircraft from northeast, southeast, south, TEMPL GLASR–STAR
	or
	SUNED CHINS–STAR
	or
	BTG OLMYPIA–STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF–STAR
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	SZW HEVVN Q104 SWABE JOSFF–STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS–STAR
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	SZW DARBS–STAR
Tucson	DRK PXR
	or
	MOHAK GBN

## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57' /W076°20.38'
VPONX	_____	N39°06.65' /W076°55.92'
VPOOP	_____	N38°56.32' /W076°36.90'

## BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17' /W070°49.48'
VPBLT	_____	N42°19.67' /W070°53.40'
VPCGS	_____	N42°22.08' /W071°03.13'
VPEVS	_____	N42°23.52' /W071°04.10'
VPFEN	_____	N42°12.58' /W071°08.88'
VPFRE	_____	N42°25.03' /W071°12.32'
VPGLV	_____	N42°21.88' /W070°52.18'
VPHAM	_____	N42°30.13' /W071°07.15'
VPPIK	_____	N42°20.37' /W071°15.93'
VPQUA	_____	N42°12.10' /W071°04.78'
VPQUB	_____	N42°12.60' /W070°59.83'
VPSPF	_____	N42°24.20' /W071°09.47'
VPTOB	_____	N42°31.42' /W070°59.82'
VPWAN	_____	N42°36.88' /W071°19.45'

## BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58' /W070°48.94'
VPCUT	Cuttyhunk Harbor	N41°25.50' /W070°55.03'
VPFRA	Framingham Shopping Center	N42°18.16' /W071°23.65'
VPHOL	Woods Hole	N41°31.06' /W070°40.60'
VPHUL	Hull	N42°18.20' /W070°55.30'
VPLPT	Nantucket Great Point	N41°23.41' /W070°02.78'
VPNED	Needham Towers	N42°18.51' /W071°14.64'
VPPEA	Peabody Shopping Center	N42°32.52' /W070°56.69'
VPROC	Rockingham Race Track	N42°46.29' /W071°13.57'
VPSCI	Scituate	N42°11.89' /W070°43.69'
VPTPT	Nantucket Third Point	N41°18.51' /W070°03.37'
VPTUC	Tuckernuck	N41°18.31' /W070°15.43'
VPWAK	Wakefield	N42°30.72' /W071°05.24'
VPWAN	Wang Towers	N42°36.88' /W071°19.45'

## CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37' /W076°31.47'
VPAVA	_____	N34°57.00' /W077°16.50'
VPBFE	_____	N32°16.38' /W080°47.50'
VPBRA	_____	N36°13.75' /W076°08.08'
VPGCE	_____	N36°03.90' /W076°36.42'
VPGHI	_____	N35°15.30' /W075°31.25'
VPGIO	_____	N35°32.50' /W076°37.33'
VPKJU	_____	N35°26.58' /W076°10.22'
VPLMN	_____	N34°55.43' /W077°46.42'
VPMAB	_____	N34°42.20' /W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' /W079°46.45'
VPOKY	_____	N35°06.53' /W075°59.17'
VPREP	_____	N32°33.98' /W080°21.82'
VPRRS	_____	N33°25.45' /W079°07.60'
VPUMO	_____	N35°35.63' /W075°28.08'
VPWZO	_____	N36°00.87' /W075°40.07'
VPZIE	_____	N32°01.62' /W080°53.42'

## CHICAGO SECTIONAL CHART

WAYPOINT IDENT  
VPCOH

COLLOCATED VFR CHECKPOINT  
\_\_\_\_\_

LOCATION  
N31°49.35' / W081°51.07'

## DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN  
VPFTG  
VPNIC

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\_\_\_\_\_  
NORTH INTERCHANGE

N39°44.28' / W104°26.00'  
N39°44.35' / W104°32.75'  
N39°58.90' / W104°59.27'

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT  
VPBWY  
VPDTN  
VPGLA  
VPGLB  
VPKTY  
VPPLN  
VPRSN  
VPSND  
VPSNT  
VPTNE  
VPTNW  
VPTRK

COLLOCATED VFR CHECKPOINT  
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LOCATION  
N29°46.25' / W095°09.24'  
N29°46.59' / W095°22.01'  
N30°08.32' / W095°06.62'  
N30°07.80' / W094°55.70'  
N29°47.05' / W095°44.92'  
N30°08.80' / W095°50.42'  
N29°30.00' / W095°41.00'  
N29°23.13' / W095°28.86'  
N29°49.29' / W094°53.94'  
N29°47.48' / W095°03.34'  
N29°47.06' / W095°33.81'  
N29°24.06' / W095°10.44'

## JACKSONVILLE SECTIONAL CHART

VPAFI  
VPAFY  
VPBEC  
VPCJA  
VPCKY  
VPCNY  
VPDAD  
VPDAR  
VPDFI  
VPDUT  
VPEAR  
VPEGV  
VPPFU  
VPGPE  
VPHAA  
VPHUC  
VPIWA  
VPJMY  
VPKER  
VPLEV  
VPLJA  
VPMIA  
VPTLH  
VPXZY  
VPYIW  
VPZIE

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DADE CITY  
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CLEARWATER BEACH  
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ST PETE BEACH  
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MIDWAY  
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LAKE PARKER  
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N31°49.35' / W081°51.07'  
N30°07.00' / W081°21.33'  
N29°46.25' / W081°15.10'  
N29°30.00' / W081°06.00'  
N28°46.50' / W082°34.00'  
N28°30.00' / W080°45.00'  
N28°22.57' / W082°11.25'  
N31°22.38' / W081°24.13'  
N29°00.17' / W081°20.85'  
N27°37.70' / W082°09.10'  
N27°58.67' / W082°49.83'  
N29°39.97' / W081°24.87'  
N28°57.08' / W081°00.33'  
N27°43.50' / W082°44.67'  
N30°04.02' / W083°40.02'  
N28°19.87' / W082°43.77'  
N31°48.33' / W081°25.85'  
N29°26.92' / W081°18.27'  
N28°04.00' / W081°56.00'  
N28°48.00' / W080°52.00'  
N29°00.00' / W080°51.00'  
N30°50.02' / W084°56.63'  
N30°32.70' / W083°52.22'  
N29°35.00' / W083°10.00'  
N30°42.28' / W081°27.25'  
N32°01.62' / W080°53.42'

## KANSAS CITY SECTIONAL CHART

VPAGO  
VPBEK  
VPDEN  
VPENE  
VPESSE  
VPFME  
VPGXY  
VPMBE  
VPMKE  
VPROV  
VPUTT

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N37°50.33' / W090°29.03'  
N37°15.07' / W092°30.67'  
N37°46.75' / W092°19.20'  
N37°44.75' / W091°55.78'  
N36°59.48' / W091°00.88'  
N37°41.00' / W092°38.33'  
N37°15.50' / W091°40.17'  
N37°11.08' / W090°27.92'  
N37°24.47' / W092°40.00'  
N38°01.72' / W091°12.81'  
N37°52.05' / W092°01.20'

## KANSAS CITY TERMINAL AREA CHART

## KLAMATH FALLS SECTIONAL CHART

## LOS ANGELES HELICOPTER CHART

EC, 22 OCT 2009 to 17 DEC 2009

## LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54'/W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76'/W119°02.53'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71'/W119°10.39'
VPSTC	SATICOY BRIDGE	N34°16.62'/W119°08.34'

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54'/W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76'/W119°02.53'
VPGTY	GETTY CENTER	N34°04.84'/W118°28.66'
VPLBP	BANNING PASS	N33°56.05'/W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87'/W117°34.33'
VPLCP	CAJON PASS	N34°18.07'/W117°27.68'
VPLDL	DISNEYLAND	N33°48.72'/W117°55.13'
VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42'/W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38'/W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10'/W118°18.02'
VPLHF	110/405 FWYS	N33°51.42'/W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32'/W118°00.25'
VPLKH	KING HARBOR	N33°50.75'/W118°23.88'
VPLLC	L.A. COLISEUM	N34°00.83'/W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58'/W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20'/W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40'/W117°56.77'
VPLPD	PRADO DAM	N33°53.40'/W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13'/W118°32.15'
VPLQM	QUEEN MARY	N33°45.17'/W118°11.37'
VPLRB	ROSE BOWL	N34°09.67'/W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45'/W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03'/W117°42.68'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72'/W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97'/W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87'/W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07'/W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00'/W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40'/W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97'/W118°16.32'
VPLWT	WATER TANK	N34°10.82'/W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18'/W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62'/W119°08.34'

## MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92'/W080°06.93'
VPCOV	_____	N27°57.00'/W080°46.75'
VPCLC	_____	N26°27.07'/W082°00.88'
VPCTE	_____	N26°09.28'/W081°20.70'
VPDAD	DADE CITY	N28°22.57'/W082°11.25'
VPDUT	_____	N27°37.70'/W082°09.10'
VPDZE	_____	N27°19.00'/W080°44.17'
VPEAR	CLEARWATER BEACH	N27°58.67'/W082°49.83'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78'/W080°28.00'
VPFAH	_____	N26°25.40'/W081°29.67'
VPGPE	ST PETE BEACH	N27°43.50'/W082°44.67'
VPHRO	_____	N27°05.97'/W082°12.20'
VPHUC	_____	N28°19.87'/W082°43.77'
VPIBR	_____	N27°12.47'/W081°40.22'
VPKER	LAKE PARKER	N28°04.00'/W081°56.00'
VPKOE	_____	N24°40.08'/W081°20.55'
VPLYY	_____	N24°49.07'/W080°49.17'
VPMB0	GULFSTREAM PARK	N25°58.57'/W080°08.17'
VPOBA	PUMPING STATION	N26°28.30'/W080°26.75'
VPRBI	_____	N25°50.67'/W080°55.18'
VPRNL	RANGER STATION	N25°22.92'/W080°36.58'
VPWMO	_____	N27°03.00'/W080°35.00'

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' / W080°06.93'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' / W080°28.00'
VPMB0	GULFSTREAM PARK	N25°58.57' / W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' / W080°26.75'
VPRBI		N25°50.67' / W080°55.18'
VPRNL	RANGER STATION	N25°22.92' / W080°36.58'

## NEW ORLEANS SECTIONAL CHART

VPGPT		N30°25.95' / W089°05.62'
VPLIP	PHILLIPS INLET	N30°16.23' / W085°59.25'
VPMAI		N30°50.02' / W084°56.63'
VPMOB		N30°23.00' / W088°31.72'
VPRAM		N30°18.95' / W089°35.88'
VPRER		N30°13.87' / W085°20.67'
VPRIV		N30°54.85' / W087°57.82'
VPSAW		N30°49.65' / W089°07.42'
VPTHR		N30°19.93' / W087°08.50'

## NEW YORK HELICOPTER CHART

VPJAY		N40°59.00' / W073°07.00'
VPLYD		N40°57.37' / W073°29.59'
VPROK		N40°52.70' / W073°44.24'

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' / W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' / W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52' / W112°13.48'
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98' / W111°59.08'
VPAZM	ARIZONA MILLS	N33°23.43' / W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10' / W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' / W111°50.37'
VPCNL	CANAL	N33°33.23' / W111°46.89°
VPFRB	FIREBIRD LAKE	N33°16.35' / W111°58.10'
VPFTN	FOUNTAIN HILLS	N33°36.12' / W111°42.72'
VPGLX	GILA CROSSING	N33°16.55' / W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27' / W112°13.00'
VPMAR	MARICOPA	N33°03.42' / W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' / W111°49.58'
VPNRV	NEW RIVER	N33°55.08' / W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50' / W111°55.83'
VPPIR	PIR	N33°22.52' / W112°18.90'
VPQTR	QUINTERO GOLF COURSE	N33°49.53' / W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37' / W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' / W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83' / W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' / W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23' / W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25' / W111°59.67'
VPZZZ		N33°20.18' / W111°26.53'

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' / W090°22.42'
VPBPE		N38°23.80' / W090°20.38'
VPCJY	HOLIDAY SHORES	N38°55.00' / W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28' / W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' / W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43' / W090°11.55'
VPEDZ	WATER TANKS	N38°45.30' / W090°34.87'
VPEGR	GAS TANKS	N38°35.80' / W090°19.32'
VPEOX	ST PETERS	N38°47.17' / W090°39.25'



WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00'/W090°43.00'
VPFFY		N38°55.37'/W090°17.30'
VPGPF		N38°35.60'/W090°26.92'
VPGVI		N38°32.30'/W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88'/W090°10.42'
VPIBO	WATERLOO	N38°20.00'/W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00'/W090°05.00'
VPKNY	PACIFIC	N38°29.00'/W090°44.00'
VPLES	ST CHARLES	N38°47.00'/W090°30.00'
VPLIW	SIX FLAGS	N38°30.67'/W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50'/W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00'/W090°05.00'
VPNZY	WENTZVILLE	N38°48.83'/W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00'/W090°20.00'
VPRMO	FOREST PARK	N38°38.00'/W090°17.00'
VPWKO	COLUMBIA	N38°27.00'/W090°12.00'
VPXXI	MILLSTADT	N38°27.50'/W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00'/W090°12.25'

### SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85'/W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18'/W111°54.23'
VPBRN	BARN	N40°54.28'/W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67'/W111°53.25'
VPCHS		N40°42.28'/W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38'/W112°09.00'
VPCWY	CAUSEWAY	N41°05.37'/W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67'/W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92'/W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98'/W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28'/W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSH		N41°01.67'/W112°02.47'
VPNSL		N40°50.15'/W111°54.90'
VPNTP		N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEN	STATE PRISON	N40°29.88'/W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPVPO	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY		N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VPTIP	SOUTH TIP	N40°50.93'/W112°10.92'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT		N40°38.00'/W112°03.33'

### SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85'/W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18'/W111°54.23'
VPBRN	BARN	N40°54.28'/W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67'/W111°53.25'
VPCHS		N40°42.28'/W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38'/W112°09.00'
VPVCI	CENTERVILLE INTERCHANGE	N40°55.30'/W111°53.43'
VPCWY	CAUSEWAY	N41°05.37'/W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67'/W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92'/W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98'/W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28'/W112°11.88'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSH	_____	N41°01.67'/W112°02.47'
VPNSL	_____	N40°50.15'/W111°54.90'
VPNTPE	_____	N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEP	STATE PRISON	N40°29.88'/W111°53.62'
VPPTT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPPOV	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY	_____	N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VPITP	SOUTH TIP	N40°50.93'/W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73'/W111°50.28'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT	_____	N40°38.00'/W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00'/W111°48.95'

### SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPOCN	_____	N33°14.15'/W117°26.63'
VPSBC	BARONA CASINO	N32°56.25'/W116°52.60'
VPSBL	_____	N33°05.18'/W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87'/W117°07.00'
VPSCF	_____	N32°48.55'/W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72'/W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77'/W117°15.42'
VPSCR	_____	N32°39.37'/W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25'/W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53'/W116°53.28'
VPSMB	_____	N32°45.57'/W117°12.22'
VPSMP	_____	N33°22.70'/W117°36.75'
VPSMS	MOUNT SOLEDAD	N32°50.40'/W117°15.10'
VPSMV	_____	N32°45.75'/W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52'/W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82'/W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73'/W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90'/W117°14.55'
VPSPP	POWER PLANT	N33°08.25'/W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98'/W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58'/W117°15.95'
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78'/W116°56.18'
VPSSV	SAN VICENTE ISLAND	N32°55.53'/W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17'/W117°14.68'
VPSVA	_____	N33°11.48'/W117°16.38'

### SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75'/W119°53.20'
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### SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35'/W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45'/W121°45.02'
VPBBR	BENICIA BRIDGE	N38°02.50'/W122°07.45'
VPCL	CALAVERAS RESERVOIR	N37°28.16'/W121°48.93'
VPGBT	LAKE CHABOT	N37°43.68'/W122°06.94'
VPCTO	COYOTE HILLS	N37°32.50'/W122°05.06'
VPCTZ	CARQUINEZ BRIDGE	N38°03.66'/W122°13.52'
VPCLL	_____	N37°11.00'/W121°41.06'
VPCTY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56'/W122°21.10'

## WAYPOINT IDENT

VPCSH  
VPDAM  
VPDLR  
VPDUB  
VPEMB  
VPGGF  
VPGIL  
VPHHH  
VPKGO  
VPLEX  
VPMID  
VPMOR  
VPMUM  
VPPAC  
VPPRU  
VPSAR  
VPSLA  
VPSTB  
VPSUN  
VPUTC  
VPWAL  
VPWAM  
VPWFR

## COLLOCATED VFR CHECKPOINT

CAL STATE UNIVERSITY  
DEL VALLE DAM  
  
DUBLIN  
EMBASSY SUITES  
GOLDEN GATE FIELDS  
GILROY  
HAMILTON  
KGO  
LEXINGTON RESERVOIR  
MID-SPAN SAN MATEO BRIDGE  
MORMON TEMPLE  
NUMMI PLANT  
  
PRUNEYARD  
SARATOGA  
SLAC/LINEAR ACCELERATOR  
STINSON BEACH  
SUNOL GOLF COURSE  
U.T.C.  
WALNUT CREEK  
  
CEMENT PLANT

## LOCATION

N37°39.52'/W122°03.52'  
N37°36.91'/W121°44.78'  
N37°07.00'/W121°47.06'  
N37°42.06'/W121°55.36'  
N37°26.05'/W121°53.83'  
N37°53.07'/W122°18.71'  
N37°01.37'/W121°33.99'  
N38°03.58'/W122°30.66'  
N37°31.58'/W122°06.10'  
N37°11.66'/W121°59.18'  
N37°36.28'/W122°11.81'  
N37°48.46'/W122°11.95'  
N37°29.56'/W121°56.58'  
N37°38.00'/W122°32.07'  
N37°17.33'/W121°56.01'  
N37°15.26'/W122°02.33'  
N37°24.75'/W122°14.35'  
N37°54.45'/W122°40.41'  
N37°34.85'/W121°53.23'  
N37°13.93'/W121°41.35'  
N37°53.78'/W122°04.30'  
N37°30.28'/W122°10.00'  
N37°30.88'/W122°12.26'

## TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV  
VPCNY  
VPDAD  
VPDFI  
VPDUT  
VPEAR  
VPFFU  
VPGPE  
VPHUC  
VPKER  
VPLEV  
VPLJA

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

N27°57.00'/W080°46.75'  
N28°30.00'/W080°45.00'  
N28°22.57'/W082°11.25'  
N29°00.17'/W081°20.85'  
N27°37.70'/W082°09.10'  
N27°58.67'/W082°49.83'  
N28°57.08'/W081°00.33'  
N27°43.50'/W082°44.67'  
N28°19.87'/W082°43.77'  
N28°04.00'/W081°56.00'  
N28°48.00'/W080°52.00'  
N29°00.00'/W080°51.00'

## WASHINGTON SECTIONAL CHART

VPACE  
VPAXI  
VPBRA  
VPGCE  
VPWZO

N38°07.82'/W076°48.75'  
N38°34.57'/W076°20.38'  
N36°13.75'/W076°08.08'  
N36°03.90'/W076°36.42'  
N36°00.87'/W075°40.07'

# VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

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The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

## ILLINOIS

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Centralia</b> (Centralia Muni) .....	115.0/ENL	A/2000	027	6.1	Over apch end Rwy 36.
<b>Champaign</b> (Urbana) .....	110.0/CMI	A/2000	177	7.8	Over grain elevator at Pesotum.
<b>Champaign</b> (University of Illinois-Willard) ...	110.0/CMI	G	332	0.9	On runup pad Rwy 14L.
<b>Decatur</b> (Decatur) .....	117.2/DEC	A/1700	348	5.4	Over apch end Rwy 36.
<b>Galesburg</b> .....	109.8/GBG	A/3000	237	12	Over railroad bridge.
<b>Jacksonville</b> .....	108.6/IJX	A/1600	137	11.1	Over railroad crossing 2 NM NW of Franklin.
<b>Joliet</b> (Aurora Muni) .....	112.3/JOT	A/2500	331	15	Over intersection of rwsy.
<b>Joliet</b> (Joliet Rgnl) .....	112.3/JOT	A/1500	102	6.5	Over centerline of NW end of Rwy 04-22.
<b>Lawrenceville</b> (Lawrenceville-Vincennes Intl) .....	108.8/LWV	G	177	.6	South side of Echo.
<b>Marion</b> (Williamson Co Rgnl) .....	110.4/MWA	A/1500	287	11	Railroad intersection in town of De Soto.
	110.4/MWA	G	139	.5	On parallel twy to Rwy 29.
<b>Mattoon/Charleston</b> (Coles Co Memorial) ...	109.4/MT0	G	066	7	Runup pad Rwy 24. VOR checkpoint unusable.
<b>Moline</b> (Quad City Intl) .....	114.4/MZV	A/2000	034	9.8	Over intersection of Rwsy 05-23, 09-27, 13-31.
<b>Mount Vernon</b> (Mount Vernon) .....	113.8/VNN	G	223	3.2	At intersection of taxiways B and B2.
<b>Peoria</b> (Greater Peoria Rgnl) .....	115.2/PIA	A/2000	100	4.9	Over intersection Rwsy 13-31 and 4-22.
<b>Quincy</b> (Quincy Rgnl-Baldwin Fld) .....	113.6/UIN	G	029	6.6	On W side of terminal ramp.
<b>Roberts</b> .....	116.8/RBS	A/2000	151	7.8	Over grain elevator in Paxton, IL.
<b>Rockford</b> (Chicago/Rockford Intl) .....	110.8/RFD	G	108	5.1	Over intersection of twys A/B/D.
<b>Samsville</b> (Mount Carmel Muni) .....	116.6/SAM	A/1500	063	18.4	Over intersection of Rwsy 04-22 and 13-31.
<b>Troy</b> (St Louis Rgnl) .....	116.0/TOY	A/1600	322	11	Over intersection of N/S and NW/SE rwsy.
<b>Vandalia</b> (Vandalia Muni) .....	114.3/VLA	A/1700	177	5.8	Over centerline at N end N/S rwy.

### VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Chicago</b> (Midway) .....	111.0	G	
<b>Chicago</b> (O'Hare) .....	112.0	G	

# VOR RECEIVER CHECK INDIANA

## VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Boiler</b> (Purdue Univ) .....	115.1/BVT	A/1800	286	12	Over water twr in town of Fowler.
<b>Goshen</b> (Goshen Muni) .....	113.7/GSH	A/2000	090	10.7	Over center of E/W rwy.
<b>Hoosier</b> (Monroe County) .....	110.2/OOM	G	349	.9	On runup pad Rwy 17.
<b>Huntingburg</b> .....	109.2/HNB	A/2500	010	8	Over water tower S edge Jasper.
<b>Kokomo</b> (Kokomo Muni) .....	113.5/OKK	G	242	.6	On taxiway A at AER 05.
<b>Marion</b> (Marion Muni) .....	108.6/MZZ	G	206	.6	Runup Pad Rwy 04
<b>Muncie</b> (Delaware Co-Johnson Fld) .....	114.4/MIE	A/2500	181	5.8	Over intersection of highway and railroad.
	114.4/MIE	G	328	0.7	On taxiway A-4 on runup area for Rwy 14.
<b>Pocket City</b> (Evansville Rgnl) .....	113.3/PXV	A/2000	056	13	Over intersection of E/W and NE/SW rws.
<b>Terre Haute</b> (Sky King) .....	115.3/TTH	A/2000	300	7	Over intersection of E/W and N/S rws.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Fort Wayne Intl</b> .....	111.0	G	
<b>Indianapolis Intl</b> .....	109.6	G	

# MICHIGAN

## VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Alpena</b> (Alpena Co Rgnl) .....	108.8/APN	G	203	1.1	On runup for Rwy 01.
<b>Au Sable</b> (Oscoda-Wurtsmith) .....	116.1/ASP	G	249	.9	Approach end Rwy 6.
	116.1/ASP	G	063	1.0	Approach end Rwy 24.
<b>Battle Creek</b> (W.K. Kellogg) .....	109.4/BTL	A/2000	096	11.3	NS and EW highway intersection.
<b>Escanaba</b> .....	110.8/ESC	A/2500	002	14.5	Over microwave twr 1 NM S of Perkins.
<b>Gaylord</b> (Gaylord Rgnl) .....	109.2/GLR	G	077	.6	SE corner of ramp.
<b>Grand Rapids</b> (Gerald R Ford Intl) .....	115.95/GRR	A/2500	231	10	Over intersection of N/S highway & E/W road 1 NM W of Wayland.
<b>Houghton</b> (Houghton Co Meml) .....	112.8/CMX	A/2300	077	13.5	Over smoke stack.
<b>Kalamazoo</b> (Kalamazoo/Battle Creek Intl) ..	109.0/AZO	G	167	.7	On twy to Rwy 35.
<b>Lansing</b> (Capital City) .....	110.8/LAN	G	058	5.4	On Twy C; 500 E of apch end Rwy 06.
<b>Litchfield</b> .....	111.2/LFD	A/2000	328	17.5	Over intersection of NS/EW expressway.
<b>Manistique</b> (Schoolcraft County) .....	110.4/ISQ	A/2400	078	13.2	Over railroad intersection.
<b>Muskegon</b> (Muskegon County) .....	115.2/MKG	A/2000	272	8.4	Over intersection of NW/SE and NE/SW rws.
<b>Peck</b> (St Clair County Intl) .....	114.0/ECK	A/2000	166	22.5	Over apch end Rwy 04.

# VOR RECEIVER CHECK

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Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Pellston</b> (Cheboygan City-County) .....	111.8/PLN	A/2000	084	6.4	Over center of E/W rwy.
<b>Pellston</b> (Pellston Rgnl Arpt of Emmet Co) ...	111.8/PLN	G	241	6.4	At intersection of N/S and E/W twys.
<b>Pontiac</b> (Oakland Co Intl) .....	111.0/PSI	G	113	5.8	On circle on warmup pad apch end Rwy 27L.
	111.0/PSI	G	120	5.0	On circle on warmup pad apch end Rwy 09R.
<b>Saginaw</b> .....	112.9/MBS	A/1700	058	6.7	Over intersection US 10 and I-75.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Detroit City</b> .....	111.6	G	
<b>Detroit</b> (Detroit Metropolitan Wayne Co.)..	109.8	G	

## OHIO

### VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Buckeye</b> (Port Bucyrus-Crawford Co) .....	109.8/BUD	A/2500	027	10.5	Over intersection E/W grass strip and Rwy 04-22.
<b>Dryer</b> (Loraine County Rgnl) .....	113.6/DJB	G	222	1.3	At intersection of taxiway and ramp.
<b>Jefferson</b> (Ashtabula Co) .....	115.2/JFN	G	067	2.4	On ramp.
<b>Jefferson</b> (Germack) .....	115.2/JFN	A/2000	278	9.0	At intersection of E/W interstate highway and N-S highway south of town of Geneva Ohio.
<b>Mansfield</b> (Shelby Community) .....	108.8/MFD	A/2000	277	4.8	Over hangar NW corner of arpt.
<b>Mansfield</b> (Mansfield Lahm Rgnl) .....	108.8/MFD	G	134	4.7	At intersection of taxiways A and D.
<b>Springfield</b> (Springfield-Beckley Muni) .....	113.2/SGH	G	050	1.2	On NE taxiway abeam approach end Rwy 24.
<b>Waterville</b> (Fulton Co.) .....	113.1/VWV	A/1800	295	24.2	Over hangar on WSW side of arpt.
<b>Zanesville</b> (Zanesville Muni) .....	111.4/ZZV	A/2000	270	5.5	Over water tank.
	111.4/ZZV	G	028	.5	On taxiway near apch end of Rwy 22.

## VOR RECEIVER CHECK VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Akron Canton Rgnl</b> .....	110.6	G	
<b>Cincinnati Muni Arpt Lunken Field</b> .....	108.4	G	
<b>Cleveland Hopkins Intl</b> .....	110.4	G	
<b>Columbus</b> (Port Columbus Intl.) .....	111.0	G or	
		A/2300–5000	Within 10 NM radius of airport.
<b>Dayton</b> (James M Cox Dayton Intl.) .....	111.0	G or	Within a 10 NM radius of arpt.
		A/2500–4000	
<b>Sidney</b> (Sidney Muni) .....	111.0	A/2500–4000	

## WISCONSIN

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Eau Claire</b> (Chippewa Valley Rgnl) .....	112.9/EAU	G	182	2.1	Center of ramp.
<b>Green Bay</b> (Austin Straubel Intl) .....	115.5/GRB	G	141	4.6	On Twy M1 at Rwy 18R apch end.
<b>Janesville</b> .....	114.3/JVL	A/1900	287	12.7	Over water tower N of Brodhead.
<b>Janesville</b> (Southern Wisconsin Rgnl) .....	114.3/JVL	G	035	4.3	On taxiway A1.
<b>Kenosha</b> (Sylvania) .....	109.2/ENW	A/2100	353	5.9	Over N/S interstate highway bridge over E/W highway N of arpt.
<b>LaCrosse</b> (La Crosse Muni) .....	108.4/LSE	G	356	1.0	Runup pad AER Rwy 18.
<b>Madison</b> (Dane Co Rgnl/Truax Fld) .....	108.6/MSN	G	151	0.6	On NE corner air national guard ramp adjacent to taxiway D.
<b>Manitowoc</b> (Manitowoc Co) .....	111.0/MTW	G	196	0.5	SW corner of terminal ramp.
<b>Oshkosh</b> (Wittman Rgnl) .....	111.8/OSH	G	282	0.6	On taxiway at Rwy 09 apch end
	111.8/OSH	G	173	0.7	On N/S taxiway abeam control tower.
<b>Rhineland</b> (Rhineland–Oneida Co) .....	109.2/RHI	G	212	0.5	At intersection of E–W taxiway at terminal.
<b>Sheboygan Falls</b> (Sheboygan Co Meml) .....	110.0/FAH	G	232	.4	On taxiway at Rwy 03 apch end.
<b>Stevens Point</b> (Stevens Point Muni) .....	110.6/STE	A/2500	257	12.1	Over N/S railroad and E/W road in Rudolph.
	110.6/STE	G	022	0.6	From AER 21.
<b>Wausau</b> (Central Wisconsin) .....	111.6/AUW	A/2800	222	5.5	Over intersection of N–S and E–W rwy.
<b>West Bend</b> .....	109.8/BJB	A/2500	220	7.6	Over microwave tower E of Slinger.

### VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Milwaukee</b> (Gen Mitchell Intl) .....	109.0	G	

# PARACHUTE JUMPING AREAS

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The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>ILLINOIS</b>			
(c) Carmi Muni .....	19.7 NM; 298°Pocket City.....	9,500 AGL	3 NM radius. SR-SS weekends.
Deer Grove .....	25 NM; 343°Bradford .....	12,500	3 NM radius. SR-SS Year round.
Greenville Arpt .....	18 NM; 210°Vandalia .....	13,500	3 NM radius. Weekends and holidays, SR-1 hour after SS. <b>Kansas City Center 127.7</b>
(c) Hinckley Arpt .....	22 NM; 308°Joliet.....	14,500 AGL	2 NM radius. Mon-Fri 0800 to 1 hour after SS, Sat-Sun 0700 to 1 hour after SS.
(c) Minier, Illinois Valley Parachute Club Arpt .....	25 NM; 122°Peoria .....	15,000	Daily SR to 1 hour after SS.
(c) Ottawa, Skydive Chicago Arpt .....	23.1 NM; 250° Joliet.....	17,500 AGL	2 NM radius. SR to 1 hour past SS.
(c) Rantoul National Aviation Center-Frank Elliott Fld .....	16.5 NM; 019° Champaign .....	13,500	2 NM radius. Daily 0600-2200.
Sterling .....	16 NM; 206° Polo .....	12,000 AGL	Year round SR-SS. 10 NM radius.
Tampico .....	23 NM; 200°Polo .....	12,500	1 NM radius. 1000-SS daily.
(c) Taylorville, Taylorville Muni.....	24 NM; 138° Spinner .....	15,000	5 NM radius. SR-1 hr past SS.
(c) Vandalia, Vandalia Muni .....	6.2 NM; 178° Vandalia .....	15,000	5 NM radius. Fri, Sat, Sun and holidays, SR-½ hour past SS. <b>Kansas City Center 124.3</b>
<b>INDIANA</b>			
(c) Angola, Tri-State Steuben Co Arpt ....	33 NM; 040°Wolf Lake .....	14,500	5 NM radius, Mon, Wed, Fri, Sat, Sun 0900-SS.
Cloverdale, Swope Airstrip.....	25 NM; 085° Terre Haute .....	12,500	5 NM radius. SR-SS daily.
(c) Connersville .....	14 NM; 257° Richmond .....	13,500	5 NM radius. Daily SR-SS.
Crawfordsville, Crawfordsville Muni .....	27.2 NM; 290° Brickyard .....	15,000	3 NM radius. Fri-Sat-Sun SR-SS.
(c) Flora, Flora Muni .....	22.4 NM; 272° Kokomo .....	13,000	5 NM radius. Weekends and holidays, 0900-SS daily. <b>Grissom APP CON 121.05</b>
Franklin Flying Fld .....	17 NM; 220° Shelbyville .....	13,500	5 NM radius. SR-SS daily.
(c) Goshen Muni .....	10 NM; 090° Goshen .....	14,500 AGL	1 NM radius. Weds, Fri-Sat-Sun SR-SS. <b>South Bend Rgnl Tower 132.05</b>
(c) Greensburg Muni .....	25 NM; 145° Shelbyville .....	12,000 AGL	2 NM radius. 0900-2000 daily.
Hobart Sky Ranch Arpt.....	15 NM; 077° Chicago Heights ...	10,000 AGL	2 NM radius. Weds, weekends 0800-SS.
Kingsbury .....	23 NM; 230°Gipper .....	1,500	0.3 NM radius. Occasional use.
Mentone .....	26 NM; 183° Goshen .....	12,500	3 NM radius. SR-SS daily.
Muncie, Horizon Fld .....	10 NM; 360°Muncie .....	13,000	Daily 0600-1900.
(c) Richmond, Richmond Muni.....	0 NM; Richmond .....	14,500	3 NM radius. SR-1 hour after SS-daily.
Veedersburg, Songer Arpt.....	24 NM; 220°Boiler .....	10,000	5 NM radius. Weekends and holidays, SR-SS.
<b>MICHIGAN</b>			
(c) Allegan, Padgham Fld.....	13 NM; 072° Pullman .....	10,700	2 NM radius. Daily SR-SS.
East Tawas, Iosco Co Arpt .....	8 NM; 192° Au Sable.....	15,000	5 NM radius. May-Oct SR-SS daily.
Fowlerville .....	20 NM; 225° Flint .....	12,000	5 NM radius. Apr-Oct 0800-SS.
Fremont Muni .....	16.2 NM; 008° Muskegon .....	12,000	3 NM radius. Apr-Oct Sat-Sun SR-SS.
Harbor Springs .....	17 NM; 235° Pellston.....	12,000	3 NM radius. May-Sep daily SR-SS.



## PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
Marshall, Brooks Fld.....	14 NM; 107° Battle Creek.....	15,000	5 NM radius. Apr–Oct daily 0900–SS.
(c) Mount Pleasant Muni Arpt.....	Ø NM; Mount Pleasant.....	14,000	2 NM radius. Jan–Dec daily 0900–SS.
(c) Romeo.....	26 NM; 085° Pontiac.....	15,000	2 NM radius. Apr–Oct daily SR–SS.
(c) Saginaw, Saginaw Co H.W. Browne Arpt.....	11 NM; 125° Saginaw.....	12,000	2 NM radius. Apr–Nov daily SR–SS.
(c) Tecumseh, Meyers–Diver's.....	22 NM; 272° Carleton.....	17,000	5 NM radius. Apr–Oct daily SR–SS.
<b>OHIO</b>			
Alliance, Barber Arpt.....	9 NM; 155° Akron.....	13,500	5 NM radius. Mon, Wed, Thur, Fri and weekends SR–SS.
Alliance, Miller Arpt.....	10 NM; 139° Akron.....	13,500 AGL	5 NM radius. Daily SR–SS.
Bellville.....	15 NM; 168° Mansfield.....	8,500	5 NM radius. SR–SS weekend.
(c) Bowling Green, Bordner Arpt.....	8 NM; 212° Waterville.....	14,000	Daily. Radius 2 NM.
(c) Celina, Lakefield Arpt.....	26.5 NM; 298° Rosewood.....	14,000	1 NM radius. Daily SR–SS.
Centerburg, Chapman Mem.....	12 NM; 325° Appleton.....	12,000	SR–SS weekends.
(c) Chesapeake, Lawrence Co Airpark.....	26 NM; 052° Newcombe.....	11,000	1 NM radius. 0900–2300 Sat–Sun. 1600–2300 Wed–Fri.
(c) Circleville, Clark Dream Strip.....	13 NM; 332° Yellow Bud.....	17,500	2 NM radius. Wed 0600–Sun 2400. <b>Port Columbus Intl Tower 125.95</b>
Commercial Point.....	32 NM; 233° Appleton.....	10,000	0800–2100 Sat, Sun.
Findlay.....	9 NM; 355° Findlay.....	12,500 AGL	Daily.
Fulton County Arpt.....	24.5; 295° Waterville.....	10,500	Daily SR–SS.
(c) Garrettsville, Gates Arpt.....	11 NM; 172° Chardon.....	13,500 AGL	SR–SS daily.
Grafton, Mole Arpt.....	10 NM; 139° Dryer.....	12,500	0700–0930 daily.
Lebanon, Lebanon–Warren Co Arpt.....	21 NM; 280° Midwest.....	14,500 AGL	5 NM radius. Daily SR–SS.
Mansfield.....	4 NM; 132° Mansfield.....	3,000	3 NM radius. Tue–Fri 0800–2200. Unit training assemblies 1 weekend a month.
Ottawa, Putnam County Arpt.....	10.9 NM; 298° Findlay.....	10,500 AGL	SR–2400.
(c) Petersburg.....	16 NM; 294° Ellwood City.....	12,500 AGL	2 NM radius. Mon–Fri 1700–SS, weekends SR–SS.
(c) Rittman, Hilty Fld.....	21 NM; 314° Briggs.....	16,000 AGL	5 NM radius. Daily 1 hour before SR–1 hour after SS.
Salem, Phillis Lakefront Arpt.....	27 NM; 088° Briggs.....	10,000	Evening and weekends to SS
Stonelick Parachute Center.....	27 NM; 068° Cincinnati.....	10,000	SR–SS daily.
Sycamore.....	25 NM; 285° Mansfield.....	12,500 AGL	1 NM radius. Daily SR–SS.
Van Wert County.....	27.3 NM; 104° Fort Wayne.....	10,000	Weekdays 1600–SS, Weekends SR–SS
Vickery, Wrights Fld.....	12 NM; 270° Sandusky.....	10,000 AGL	SR–SS weekends.
(c) Xenia, Skydive Green County Inc.....	32 NM; 129° Dayton.....	12,500 AGL	Daily SR–2400.
<b>WISCONSIN</b>			
(c) Baldwin Arpt.....	45 NM; 095° Gopher.....	15,000 AGL	Wed–Fri 1500–½ hour past SS, Weekends SR–½ hour past SS.
(c) Bristol, Winfield Arpt.....	37.5 NM; 160° Badger.....	12,500 AGL	SR–½ hour past SS.
(c) Chippewa Falls, Wissota Arpt.....	9 NM; 070° Eau Claire.....	15,000	5 NM radius. Daily SR–1 hour past SS.
(c) East Troy Muni Arpt.....	20 NM; 190° Badger.....	14,500 AGL	SR–½ hour past SS.
Edgerton, Jana Arpt.....	20 NM; 142° Madison.....	11,000	10 NM radius. Wed–Sun & Holidays SR–SS.
(c) Fort Atkinson Muni.....	25 NM; 247° Badger.....	14,000	3 NM radius. Daily SR–SS.
Lake Delton.....	3 NM; 332° Dells.....	12,500	Daily May 15–Sept 25.
(c) Lancaster Muni Arpt.....	22.8 NM; 359° Dubuque.....	13,500 AGL	2 NM radius. Sat–Sun 0900–1 hr past SS. Wed and Fri 1500–1 hr past SS.
(c) Marshall, Mathaire Fld.....	16 NM; 058° Madison.....	12,500 AGL	SR–½ hour past SS.
(c) Oshkosh.....	8 NM; 293° Oshkosh.....	13,500 AGL	Daily SR–SS.
(c) Pulaski, Carter Arpt.....	5 NM; 350° Green Bay.....	12,000 AGL	Daily SR–SS.
(c) Shiocton.....	17 NM; 250° Green Bay.....	13,500	5 NM SR–SS daily.
(c) Superior, Richard I Bong.....	8 NM; 143° Duluth.....	12,500 AGL	3 NM radius. Daily SR–1 hour past SS.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown —route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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## CG-21 WORLD AERONAUTICAL CHART

39th Edition, 24 Sep 2009

### OBSTRUCTIONS

**22 Oct 2009** Add obst 1348'MSL (600'AGL), 34°15'06"N, 84°59'12"W.

Change obst from 312'MSL to 1312'MSL, 33°35'33"N, 083°58'31"W.

### AIRPORTS

**22 Oct 2009** Change elevation from 191' to 1911' at Blairsville arpt, 34°51'16"N, 083°59'50"W. Change runway orientation to 01/19 at Halifax-Northhampton Co Rgnl arpt, 36°19'47"N, 077°38'07"W.

### NAVAIDS

**22 Oct 2009** No Major Changes.

### AIRSPACE

**22 Oct 2009** No Major Changes.

### SPECIAL USE AIRSPACE

**22 Oct 2009** No Major Changes.

### MILITARY TRAINING ROUTES

**22 Oct 2009** No Major Changes.

### MISCELLANEOUS

**22 Oct 2009** No Major Changes.

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**CHICAGO HELICOPTER ROUTE CHART****5th Edition, 12 May 2005****OBSTRUCTIONS****12 May 2005 – 7 Jul 2005** No Major Changes.**1 Sep 2005** Add obst 896' MSL (300' AGL) UC, 41°46'40"N, 87°49'16"W.**27 Oct 2005 – 5 Jul 2007** No Major Changes.**30 Aug 2007** Change group obst from 1780' MSL (1195' AGL) to 1973' MSL (1375' AGL) UC, 41°53'20"N, 87°37'36"W.**25 Oct 2007** Change obst from 1130' MSL (335' AGL) to 1195' MSL (400' AGL), 41°36'01"N, 87°58'44"W.**20 Dec 2007 – 31 Jul 2008** No Major Changes.**25 Sep 2008** Add obst 968' MSL (370' AGL) UC, 41°34'40"N, 87°31'33"W.**20 Nov 2008 – 22 Oct 2009** No Major Changes.**AIRPORTS****12 May 2005 – 7 Jul 2005** No Major Changes.**1 Sep 2005** Delete MILL ROSE arpt, 42°04'38"N, 88°09'35"W.**27 Oct 2005** Delete DARIEN-WOODRIDGE FIRE DEPT heliport, 41° 45'15"N, 88°00'26"W.**22 Dec 2005 – 5 Jul 2007** No Major Changes.**30 Aug 2007** Change CTAF freq 123.05 to 122.9 at SCHAUMBURG MUNI HELISTOP heliport, 42°02'53"N, 88°03'09"W.

Delete ADDISON FIRE DEPARTMENT STATION 3 heliport, 41°55'48"N, 88°02'28"W.

**25 Oct 2007 – 10 Apr 2008** No Major Changes.**5 Jun 2008** Delete LANDIS PLASTICS heli, 41°40'43"N, 87°45'45"W.

Delete CRYSTAL LAKE HOLIDAY INN heli, 42°13'14"N, 88°17'05"W.

Delete CLARK heli, 42°22'06"N, 87°59'30"W.

**31 Jul 2008 – 20 Nov 2008** No Major Changes.**15 Jan 2009**

Change CHICAGO O'HARE ATCT frequencies from 120.75(S), 126.9(N), 127.925 132.7 390.9 to 120.75 126.9 (CNTR TWR), 132.7 390.9 (CNTR TWR), 135.925 (N TWR), 41°58'51"N, 87°54'23"W.

**12 Mar 2009** No Major Changes.**7 May 2009** Delete SEARS MERCHANDISE GROUP heli, 42°04'35"N, 088°13'01"W.

Change CHICAGO O'HARE ATCT freq from 135.925(N TWR) to 128.15(N TWR), 41°58'51"N, 87°54'23"W.

**2 Jul 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****12 May 2005 – 22 Oct 2009** No Major Changes.**AIRSPACE****12 May 2005 – 25 Sep 2008** No Major Changes.**20 Nov 2008** Change CHICAGO Class B freq from 128.45 to 133.625.**12 Mar 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****12 May 2005 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****12 May 2005 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****12 May 2005 – 22 Oct 2009** No Major Changes.

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**CHICAGO SECTIONAL**  
**79th Edition, 22 Oct 2009**

**OBSTRUCTIONS**

**22 Oct 2009** No Major Changes.

**AIRPORTS**

**22 Oct 2009** No Major Change.

**NAVAIDs**

**22 Oct 2009** No Major Changes.

**AIRSPACE**

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009** No Major Changes.

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**CHICAGO TERMINAL AREA CHART**  
**79th Edition, 22 Oct 2009**

**OBSTRUCTIONS**

**22 Oct 2009** No Major Changes.

**AIRPORTS**

**22 Oct 2009** No Major Changes.

**NAVAIDs**

**22 Oct 2009** No Major Changes.

**AIRSPACE**

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009** No Major Changes.

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**CINCINNATI SECTIONAL**  
**82nd Edition, 2 Jul 2009****OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 1525' MSL (410' AGL) UC, 40°12'15"N, 82°35'03"W.

Add obst 2811' MSL (305' AGL) UC, 39°24'30"N, 79°21'41"W.

Add obst 1687' MSL (380' AGL) UC, 38°00'44"N, 82°10'09"W.

Add obst 1341' MSL (300' AGL) UC, 38°43'50"N, 81°22'53"W.

Add obst 3611' MSL (315' AGL) UC, 37°53'06"N, 80°46'24"W.

Add obst 1067' MSL (300' AGL) UC, 38°17'38"N, 82°11'57"W.

Add obst 1217' MSL (300' AGL) UC, 38°38'11"N, 81°23'43"W.

Add obst 1328' MSL (350' AGL) UC, 37°37'05"N, 84°15'43"W.

Add obst 1810' MSL (310' AGL) UC, 38°19'51"N, 79°03'36"W.

Add obst 2925' MSL (300' AGL) UC, 37°39'29"N, 80°57'29"W.

Add obst 2752' MSL (300' AGL) UC, 37°32'06"N, 80°55'20"W.

Add obst 1213' MSL (310' AGL) UC, 38°41'39"N, 83°37'34"W.

Add obst 1198' MSL (300' AGL) UC, 38°20'28"N, 82°03'56"W.

Add obst 1242' MSL (310' AGL) UC, 39°37'20"N, 82°14'33"W.

Add obst 1680' MSL (550' AGL) UC, 39°53'38"N, 79°55'58"W.

**22 Oct 2009** Add obst 1224' MSL (300' AGL) UC, 39°44'58"N, 84°23'43"W.

Add obst 1358' MSL (312' AGL) UC, 39°00'37"N, 83°34'13"W.

Add obst 1629' MSL (285' AGL) UC, 36°04'48"N, 84°31'00"W.

Add obst 3434' MSL (270' AGL) UC, 36°43'42"N, 80°27'08"W.

Add obst 1674' MSL (554' AGL) UC, 39°42'28"N, 79°57'32"W.

Add obst 1403' MSL (297' AGL) UC, 38°48'04"N, 82°57'44"W.

Add obst 3226' MSL (400' AGL) UC, 40°01'35"N, 78°48'07"W.

Add obst 3190' MSL (400' AGL) UC, 40°03'28"N, 78°48'15"W.

**AIRPORTS****2 Jul 2009** No Major Changes.**27 Aug 2009** Change CTAF 122.9 to 123.05 at MCCREARY arpt, 36°41'43"N, 84°23'29"W.**22 Oct 2009** Delete POWELL arpt, 36°02'40"N, 84°00'15"W.**NAVAIDS****2 Jul 2009 – 27 Aug 2009** No Major Changes.**22 Oct 2009** Delete LOUISA NDB, 38°01'13"N, 77°51'32"W.**AIRSPACE****2 Jul 2009 – 27 Aug 2009** No Major Changes.**27 Aug 2009** Revise WAVERLY, OH Class E. That airspace extending upward from 700 feet above the surface within a 9.9-mile radius of Pike County Airport.

Delete DAYTON Class C freq 127.65.

Add DAYTON Class C freqs 118.425 and 127.225.

Revise DAYTON Class C freq from 316.7 to 352.05.

**22 Oct 2009** No Major Change.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

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**CINCINNATI TERMINAL AREA CHART**  
**21st Edition, 2 Jul 2009****OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 1144' MSL (258' AGL) UC, 38°42'07"N, 85°22'02"W.**22 Oct 2009** No Major Changes.**AIRPORTS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

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**CLEVELAND TERMINAL AREA CHART**  
**72nd Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** Delete SHENANDOAH AIRPARK arpt, 40°55'12"N, 82°28'44"W.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

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**DETROIT HELICOPTER ROUTE CHART****1st Edition, 4 Aug 2005****OBSTRUCTIONS****1 Sep 2005** No Major Changes.**27 Oct 2005** Add group obst 1009' MSL (388' AGL) UC, 42°03'58"N, 83° 23'40"W.**22 Dec 2005 – 12 Mar 2009** No Major Changes.**7 May 2009** Add obst 1293' MSL (330' AGL), 42°09'30"N, 84°01'31"W.**2 Jul 2009 – 22 Oct 2009** No Major Changes.**AIRPORTS****1 Sep 2005** Add SELFRIDGE ANGB ATCT 340.7, 42°36'46"N, 82°49'54"W.**27 Oct 2005** Delete HYNES arpt, 42°36'39"N, 83°43'58"W.**22 Dec 2005 – 8 Jun 2006** No Major Changes.**3 Aug 2006** Delete CTAF freq, 122.9 at SALINE arpt., 42°08'47"N, 83°47'31"W.**28 Sep 2006 – 10 May 2007** No Major Changes.**5 Jul 2007** Delete CARRIAGE LANE arpt, 42°27'52"N, 84°02'05"W.**30 Aug 2007 – 14 Feb 2008** No Major Changes.**10 Apr 2008** Delete FULLER heliport, 42°33'34"N, 83°10'40"W.**5 Jun 2008 – 31 Jul 2008** No Major Changes.**25 Sep 2008** Add SELFRIDGE ANGB ATCT freq 225.4, 42°36'30"N, 82°50'07"W.**20 Nov 2008 – 7 May 2009** No Major Changes.**2 Jul 2009** Delete INDEPENDENCE GREEN heliport, 42°28'12"N, 83°25'09"W. Delete COBO HALL heliport, 42°19'33"N, 83°02'52"W.**27 Aug 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****1 Sep 2005 – 13 Apr 2006** No Major Changes.**8 Jun 2006** Delete LAUREL NDB, 42°14'38"N, 83°02'51"W.**3 Aug 2006 – 22 Oct 2009** No Major Changes.**AIRSPACE****1 Sep 2005 – 15 Mar 2007** No Major Changes.**10 May 2007** Change DETROIT Class B freq from 124.9 to 127.5.**5 Jul 2007 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****1 Sep 2005 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****1 Sep 2005 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****1 Sep 2005 – 16 Feb 2006** No Major Changes.**13 Apr 2006** Change MEF 1<sup>1</sup> to 1<sup>2</sup> in quadrant 42°00' – 42°15'N, 83°15' – 83°30' W.**8 Jun 2006 – 22 Oct 2009** No Major Changes.

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**DETROIT SECTIONAL**  
**79th Edition, 24 Sep 2009****OBSTRUCTIONS**

**22 Oct 2009** Add obst 1193' MSL (285' AGL) UC, 41°32'32"N, 80°51'34"W.

Add obst 2540' MSL (260' AGL) UC, 41°53'03"N, 78°37'09"W.

Add obst 956' MSL (203' AGL), 42°41'02"N, 78°54'26"W.

Add obst 702' MSL (204' AGL), 42°57'23"N, 76°59'42"W.

Add obst 3226' MSL (400' AGL) UC, 40°01'35"N, 78°48'07"W.

Add obst 1001' MSL (394' AGL), 42°16'06"N, 82°16'30"W.

**AIRPORTS**

**22 Oct 2009** Delete ZEITLER arpt, 43°29'24"N, 84°21'54"W.

Delete PEWANOGOWINK-BANKS arpt, 43°11'10"N, 83°54'04"W.

Delete SHENANDOAH AIRPARK arpt, 40°55'12"N, 82°28'44"W.

Delete MAYES arpt, 43°14'27"N, 84°52'48"W.

**NAVAIDS**

**22 Oct 2009** No Major Changes.

**AIRSPACE**

**22 Oct 2009** Revise MANSFIELD, OH class E airspace. That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Mansfield Lahm Regional Airport and within a 6.3-mile radius of Galion Municipal Airport, and within a 6.3-mile radius of Shelby Community Airport, and within a 6.3-mile radius of Willard Airport, and within 4 miles each side of the 137° bearing from Mansfield Lahm Regional Airport extending from the 6.9-mile radius to 11.1 miles southeast of the airport, and within 4 miles each side of the 317° bearing from Mansfield Lahm Regional Airport extending from the 6.9-mile radius to 10.7 miles northwest of the airport, and within 6.1 miles each side of the Mansfield VORTAC 307° radial extending from the 6.9-mile radius to 13.3 miles northwest of the VORTAC, and within 4.4 miles each side of the Mansfield VORTAC 130° radial extending from the 6.9-mile radius to 13.8 miles southeast of the VORTAC.

**SPECIAL USE AIRSPACE**

**22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009** No Major Changes.

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**DETROIT TERMINAL AREA CHART****72nd Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.**GREEN BAY SECTIONAL****78th Edition, 4 Jun 2009****OBSTRUCTIONS****2 Jul 2009** Add obst 1189' MSL (260' AGL) UC, 44°26'06"N, 87°44'04"W. Add obst 1120' MSL (320' AGL) UC, 44°14'18"N, 88°57'34"W. Add obst 1371' MSL (320' AGL) UC, 44°53'14"N, 88°53'35"W. Add obst 1402' MSL (278' AGL) UC, 45°19'53"N, 91°42'24"W. Add obst 1289' MSL (310' AGL) UC, 44°15'58"N, 89°13'31"W. Add obst 1974' MSL (320' AGL) UC, 45°43'10"N, 89°08'14"W.**27 Aug 2009** Add obst 1070' MSL (270' AGL) UC, 44°38'29"N, 91°59'35"W.

Add obst 1584' MSL (280' AGL) UC, 45°27'05"N, 91°57'04"W.

Add obst 1609' MSL (320' AGL) UC, 45°16'05"N, 91°51'33"W.

**22 Oct 2009** Add obst 1796' MSL (420' AGL) UC, 47°24'20"N, 92°17'06"W.**AIRPORTS****2 Jul 2009** Delete RAMSY FARM arpt, 45°50'19"N, 87°19'20"W. Delete PEIL'S VERMILLION WINGS spb, 47°53'07"N, 92°24'18"W.**27 Aug 2009** No Major Changes.**22 Oct 2009** Delete FONTECCHIO arpt, 45°47'05"N, 88°04'05"W.**NAVAIDS****2 Jul 2009 – 27 Aug 2009** No Major Changes.**22 Oct 2009** Delete MANITOWISH NDB, 46°07'23"N, 89°52'58"W.**AIRSPACE****2 Jul 2009 – 27 Aug 2009** No Major Changes.**22 Oct 2009** Revise IRONWOOD, MI. Class E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Gogebic Iron County Airport and within 3.2 miles each side of the Ironwood VORTAC 104° radial extending from the 6.6-mile radius to 11.7 miles southeast of the VORTAC, and within 2.4 miles each side of the Ironwood VORTAC 260° radial extending from the 6.6-mile radius to 7 miles west of the VORTAC and within 4 miles each side of the 090° bearing from the airport extending from the 6.6-mile radius to 11.4 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Ironwood VORTAC.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

## KANSAS CITY SECTIONAL

### 82nd Edition, 4 Jun 2009

**OBSTRUCTIONS**

**2 Jul 2009** Add obst 1308' MSL (358' AGL) UC, 38°14'23"N, 94°56'37"W. Add obst 1682' MSL (310' AGL) UC, 37°02'18"N, 93°34'31"W. Add obst 1012' MSL (265' AGL) UC, 39°36'08"N, 93°06'18"W. Change obst from 1656' MSL (741' AGL) to 1949' MSL (1034' AGL), 38°21'40"N, 90°32'55"W. Add obst 1129' MSL (290' AGL) UC, 38°47'46"N, 91°21'16"W.

**27 Aug 2009** Add obst 1265' MSL (290' AGL) UC, 37°32'46"N, 90°12'37"W. Add obst 560' MSL (260' AGL) UC, 36°40'24"N, 89°58'57"W. Add obst 1516' MSL (260' AGL) UC, 37°39'55"N, 91°35'29"W. Add obst 1490' MSL (320' AGL) UC, 36°27'39"N, 94°27'12"W. Add obst 995' MSL (260' AGL) UC, 39°04'38"N, 90°50'02"W.

**22 Oct 2009** Add obst 1635' MSL (305' AGL) UC, 36°27'17"N, 93°25'52"W. Add obst 1641' MSL (238' AGL), 37°59'00"N, 96°52'21"W. Add obst 934' MSL (520' AGL), 38°06'35"N, 90°15'30"W. Add obst 1197' MSL (260' AGL), 37°44'20"N, 90°30'11"W. Add obst 1025' MSL (275' AGL), 37°21'50"N, 90°41'52"W. Add obst 1187' MSL (255' AGL) UC, 36°46'11"N, 96°12'35"W. Add obst 1481' MSL (310' AGL) UC, 37°49'56"N, 91°33'28"W.

**AIRPORTS**

**2 Jul 2009** Delete MARTIN arpt, 39°25'01"N, 90°35'09"W. Delete JOAN LAKE arpt, 38°12'30"N, 90°52'00"W. Delete SONTIMER arpt, 38°48'30"N, 90°36'45"W.

**27 Aug 2009** Change CTAF 122.825 to 123.0 at BARTLESVILLE arpt, 36°45'51"N, 96°00'40"W. Delete SMITH arpt, 39°18'47"N, 90°16'40"W.

**22 Oct 2009** No Major Changes.

**NAVAIDS**

**2 Jul 2009** No Major Changes.

**27 Aug 2009** Delete MOSBY NDB, 39°20'45"N, 94°18'27"W. Shutdown EL DORADO NDB, 37°46'46"N, 96°48'59"W.

**22 Oct 2009** Shutdown BILMART NDB, 36°58'11"N, 92°40'39"W.

**AIRSPACE**

**2 Jul 2009** No Major Changes.

**27 Aug 2009** Revise MOUNT STERLING, IL Class E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Mount Sterling Municipal Airport. Revise FULTON, MO Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Elton Hensley Memorial Airport and within 2.6 miles each side of the 069° bearing from the Guthrie NDB extending from the 6.5-mile radius of the airport to 7 miles northeast of the NDB, and within 2.6 miles each side of the 229° bearing from the NDB extending from the 6.5-mile radius of the airport to 7 miles southwest of the NDB.

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**2 Jul 2009 – 27 Aug 2009** No Major Changes.

**22 Oct 2009** Add SHIRLEY A MOA: Boundary beginning at 35°19'00"N, 92°38'00"W to 35°19'00"N, 93°12'00"W to 35°38'15"N, 93°35'00"W to 36°02'00"N, 93°13'00"W to 36°02'00"N, 93°06'15"W to 36°06'00"N, 93°06'15"W to 36°06'00"N, 92°38'00"W to the point of beginning. Altitude: 11,000' MSL to but not including FL 18,000'. Time of use: 0700-1200 and 1300-1700, Monday-Friday; other times by NOTAM. Controlling agency: Memphis Cntr. Frequency: 281.55.

Add SHIRLEY B MOA: Boundary beginning at 35°19'00"N, 92°38'00"W to 36°06'00"N, 92°38'00"W to 36°06'00"N, 92°07'11"W to 35°58'53"N, 91°46'00"W to 35°19'00"N, 92°02'00"W to the point of beginning. Altitude: 11,000' MSL to but not including FL 18,000'. Time of use: 0700-1200 and 1300-1700, Monday-Friday; other times by NOTAM. Controlling agency: Memphis Cntr. Frequency: 281.55.

**MILITARY TRAINING ROUTES**

**2 Jul 2009** No Major Changes.

**27 AUG 2009** IR 504 Revised

**22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

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**LAKE HURON SECTIONAL**  
**78th Edition, 24 Sep 2009**

**OBSTRUCTIONS**

**22 Oct 2009** No Major Changes.

**AIRPORTS**

**22 Oct 2009** No Major Changes.

**NAVAIDS**

**22 Oct 2009** No Major Changes.

**AIRSPACE**

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009** No Major Changes.

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**MINNEAPOLIS-ST. PAUL TERMINAL AREA CHART**  
**72nd Edition, 2 Jul 2009**

**OBSTRUCTIONS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**AIRPORTS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**NAVAIDS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**AIRSPACE**

**2 Jul 2009 – 27 Aug 2009** No Major Changes.

**22 Oct 2009** Revise MINNEAPOLIS, MN. Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

**SPECIAL USE AIRSPACE**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

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## PITTSBURGH TERMINAL AREA CHART

### 72nd Edition, 24 Sep 2009

**OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

## ST. LOUIS SECTIONAL

### 80th Edition, 2 Jul 2009

**OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 1144' MSL (258' AGL) UC, 38°42'07"N, 85°22'02"W.

Add obst 1328' MSL (350' AGL) UC, 37°37'05"N, 84°15'43"W.

Add obst 865' MSL (304' AGL) UC, 37°22'45"N, 88°39'47"W.

Add obst 1265' MSL (290' AGL) UC, 37°32'46"N, 90°12'37"W.

Add obst 560' MSL (260' AGL) UC, 36°40'24"N, 89°58'57"W.

Add obst 995' MSL (260' AGL) UC, 39°04'38"N, 90°50'02"W.

Add obst 792' MSL (270' AGL) UC, 37°38'14"N, 87°38'10"W.

Add obst 865' MSL (306' AGL) UC, 39°12'53"N, 87°20'48"W.

**22 Oct 2009** Add obst 1224' MSL (300' AGL) UC, 39°44'58"N, 84°23'43"W.

Add obst 1629' MSL (285' AGL) UC, 36°04'48"N, 84°31'00"W.

Add obst 916' MSL (258' AGL) UC, 40°03'49"N, 87°42'44"W.

Add obst 934' MSL (520' AGL) UC, 38°06'35"N, 90°15'30"W.

Add obst 1197' MSL (260' AGL) UC, 37°44'20"N, 90°30'11"W.

Add obst 1025' MSL (275' AGL) UC, 37°21'50"N, 90°41'52"W.

Add obst 797' MSL (330' AGL) UC, 36°34'10"N, 88°50'13"W.

Add obst 754' MSL (320' AGL) UC, 36°47'55"N, 88°30'22"W.

**AIRPORTS****2 Jul 2009** No Major Changes.**27 Aug 2009** Change CAPE GIRARDEAU ATCT freq 119.0 to 125.525, 37°13'31"N, 89°34'15"W.

Change CTAF 119.0 to 125.525 at CAPE GIRARDEAU arpt, 37°13'31"N, 89°34'15"W.

Delete O'NEAL arpt, 38°41'29"N, 87°33'08"W.

Change CTAF 122.9 to 123.05 at MC CREARY CO arpt, 36°41'43"N, 84°23'29"W.

Delete HEMP RIDGE arpt, 38°09'11"N, 85°07'08"W.

Delete SMITH arpt, 39°18'47"N, 90°16'40"W.

**22 Oct 2009** Delete CLARK arpt, 40°11'40"N, 86°31'23"W.

Delete POWELL arpt, 36°02'40"N, 84°00'16"W.

Delete HIGGINBOTHAM arpt, 39°20'29"N, 87°31'53"W.

**NAVAIDS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009** No Major Changes.**27 Aug 2009** Revise MOUNT STERLING, IL CLASS E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Mount Sterling Municipal Airport.

Delete DAYTON Class C freq 127.65.

Add DAYTON Class C freqs 118.425 and 127.225.

Revise DAYTON Class C freq from 316.7 to 352.05.

**22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

## ST. LOUIS TERMINAL AREA CHART

### 72nd Edition, 2 Jul 2009

**OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 995' MSL (260' AGL) UC, 39°04'38"N, 90°50'02"W.**22 Oct 2009** No Major Changes.**AIRPORTS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

## TWIN CITIES SECTIONAL

### 78th Edition, 2 Jul 2009

**OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add windmill farm. 2608' is highest MSL, 45°57'36"N, 98°58'15"W.**22 Oct 2009** Add obst 1580' MSL (305' AGL) UC, 45°20'57"N, 95°15'14"W.

Add obst 1981' MSL (295' AGL) UC, 46°23'06"N, 100°37'17"W.

Add obst 2414' MSL (340' AGL) UC, 48°52'37"N, 100°03'24"W.

Add obst 2514' MSL (340' AGL) UC, 48°56'57"N, 100°03'14"W.

Add obst 2361' MSL (260' AGL) UC, 47°34'40"N, 100°36'13"W.

Add obst 2237' MSL (260' AGL) UC, 47°24'38"N, 100°35'22"W.

Add obst 2238' MSL (260' AGL) UC, 47°32'29"N, 100°14'40"W.

Add obst 2334' MSL (310' AGL) UC, 47°23'02"N, 100°16'57"W.

Add windmill farm. 2118' is highest MSL, 48°30'23"N, 99°54'54"W.

**AIRPORTS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****2 Jul 2009 – 22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 27 Aug 2009** No Major Changes.

**22 Oct 2009** Revise MINNEAPOLIS, MN. Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

## SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

## UNITED STATES

FACILITY NAME	CHART & PANEL
<b>Frankfort, IL (LL40)</b> Chicago App/Dep Con 133.1 285.6	L-28H
<b>Glasgow Industrial, MT (Ø7MT)</b> Salt Lake Center App/Dep Con 126.85 305.2	H-1E, 2F, L-13D
<b>USAF Academy Bullseye Aux Airstrip, CO (C09Ø)</b> ASOS 118.325	L-10F
<b>West Kentucky Airpark, KY (5KY3)</b> Memphis Center App/Dep Con 133.65 292.15	L-16I
<b>William P Gwinn, FL (Ø6FA)</b> Gwinn Tower 120.4 314.6 (Mon-Fri 1300-2100Z) Gnd Con 121.65 279.25	H-8I, L-23C

## CANADA

FACILITY NAME	CHART & PANEL
<b>Abbotsford, BC (CYXX)</b> ATIS 119.8 (1500-0700Z) Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-0700Z) Gnd Con 121.8 MF 119.4 295.0 (0700-1500Z) (Shape irregular to 4500')	H-1B, L-12F
<b>Amos/Magny, QC (CYEY)</b> Montreal Center App/Dep Con 125.9	H-11B
<b>Atikokan Muni, ON (CYIB)</b> MF 122.3 (5 NM to 4500' No ground station)	L-14I
<b>Barrie-Orillia (Lake Simcoe Rgnl), ON (CNB9)</b> AWOS 122.55 (Pvt) Toronto Center App/Dep Con 124.025	H-11B, L-31D
<b>Bar River, ON (CPF2)</b> Toronto Center App/Dep Con 132.65	L-31C
<b>Bathurst, NB (CZBF)</b> Moncton Center App/Dep Con 134.25	L-32J
<b>Boundary Bay, BC (CZBB)</b> ATIS 125.5 (1500-0700Z) Vancouver App/Dep Con 132.3 363.8 Tower 118.1 (Inner) 127.6 (Outer) (1500-0700Z) Gnd Con 124.3 MF 118.1 (0700-1500Z to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500')	H-1B, L-1E
<b>Brampton, ON (CNC3)</b> Toronto Trml App/Dep Con 119.3 253.1	L-31D
<b>Brandon Muni, MB (CYBR)</b> Winnipeg Center App/Dep Con 132.25 285.4 MF 122.1 (5 NM to 4000')	H-2H
<b>Brantford, ON (CYFD)</b> Toronto Trml App/Dep Con 128.27	L-31D
<b>Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)</b> Montreal Center App/Dep Con 134.675	L-32G
<b>Bromont, QC (CZBM)</b> Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	L-32G
<b>Burlington Airpark, ON (CZBA)</b> Toronto Center App/Dep Con 119.3 253.1	L-31D
<b>Castlegar, BC (CYCG)</b> Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500')	H-1C
<b>Centralia/James T. Fld Muni, ON (CYCE)</b> Toronto Center App/Dep Con 135.30	H-10G, 11B, L-31D
<b>Charlottetown, PE (CYYG)</b> Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	H-11E, L-32J
<b>Chatham-Kent, ON (CNZ3)</b> Cleveland Center App/Dep Con 132.25	H-10G, L-30G

FACILITY NAME	CHART & PANEL
<b>Collingwood, ON (CNY3)</b> Toronto Center App/Dep Con 124.02	H-11B, L-31D
<b>Cornwall Rgnl, ON (CYCC)</b> Boston Center App/Dep Con 135.25 377.1	L-32G
<b>Cranbrook/Canadian Rockies Intl, BC (CYXC)</b> Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
<b>Debert, NS (CCQ3)</b> Halifax Trml App/Dep Con 119.2	H-11E, L-32J
<b>Digby, NS (CYID)</b> Moncton Center App/Dep Con 123.9	L-32J
<b>Downsview, ON (CYZD)</b> Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 MF 126.2 (3 NM to 1900')	H-11B, L-31E
<b>Drummondville, QC (CSC3)</b> Montreal Center App/Dep Con 132.35	L-32H
<b>Earlton (Timiskaming Rgnl), ON (CYXR)</b> MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
<b>Elliot Lake Muni, ON (CYEL)</b> Toronto Center App/Dep Con 135.4	L-31C
<b>Fort Frances Muni, ON (CYAG)</b> Minneapolis Center App/Dep Con 120.9	L-14H
<b>Fredericton Intl, NB (CYFC)</b> ATIS 127.55 Moncton Center App/Dep Con 124.3 135.5 270.8 Clncl Del 121.7 (Ltd hrs) MF 119.0 (5 NM to 3500')	H-11E, L-32I
<b>Goderich, ON (CYGD)</b> Toronto Center App/Dep 135.3 266.3	H-11B, L-31D
<b>Greenwood, NS (CYZX)</b> ATIS 128.85 244.3 (1100-0000Z) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clncl Del 128.05 283.9	H-11E, L-32J
<b>Grimsby Air Park, ON (CNZ8)</b> Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
<b>Halifax/Shearwater, NS (CYAW)</b> ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
<b>Halifax/Stanfield Intl, NS (CYHZ)</b> ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clncl Del 123.95 Apron Advisory 122.125	H-11E, L-32J
<b>Hamilton, ON (CYHM)</b> ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
<b>Kingston, ON (CYGK)</b> Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z) MF 122.5 (1115-0400Z) 5 NM to 3300')	H-11C, L-31E, 32F
<b>Kitchener/Waterloo, ON (CYKF)</b> ATIS 125.1 (1200-0400Z) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z) Gnd Con 121.8 MF 126.0 (0400-1200Z) 5 NM to 4000')	H-11B, L-31D
<b>Lachute, QC (CSE4)</b> Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
<b>La Tuque, QC (CYLQ)</b> Montreal Center App/Dep Con 134.5	H-11C
<b>Langley, BC (CYNJ)</b> ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
<b>Leamington, ON (CLM2)</b> Cleveland Center App/Dep Con 132.45	L-30F
<b>Lethbridge, AB (CYQL)</b> ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
<b>Lindsay, ON (CNF4)</b> Toronto Center App/Dep 134.25	L-31E, L-32F
<b>Liverpool/South Shore Rgnl, NS (CYAU)</b> Moncton Center App/Dep Con 123.9	L-32J
<b>London, ON (CYXU)</b> ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000')	H-10G, 11B, L-30G, 31D
<b>Manitowaning/Manitoulin East Muni, ON (CYEM)</b> Toronto Center App/Dep 135.4 260.9	L-31C
<b>Maniwaki, QC (CYMW)</b> Montreal Center App/Dep Con 126.57	L-32G
<b>Mascouche, QC (CSK3)</b> MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
<b>Medicine Hat, AB (CYXH)</b> AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400')	H-1D
<b>Midland/Huronina, ON (CYEE)</b> Toronto Center App/Dep 124.025	L-31D
<b>Miramichi, NB (CYCH)</b> Moncton Center App/Dep Con 123.7	H-11E, L-32J
<b>Moncton/Greater Moncton Intl, NB (CYQM)</b> ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
<b>Mont-Laurier, QC (CSD4)</b> Montreal Center App/Dep Con 126.57	L-32G
<b>Montreal Intl (Mirabel), QC (CYMX)</b> ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)</b> ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 268.3 (W-NW-NE) VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/St-Hubert, QC (CYHU)</b> ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
<b>Muskoka, ON (CYQA)</b> AWOS 124.575 MF 122.3 (5 NM to 3900')	H-11B, L-31D
<b>Nanaimo, BC (CYCD)</b> Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z‡ (5 NM to 2500')	H-1B, L-1E
<b>North Bay, ON (CYYB)</b> ATIS 124.9 (1130-0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	L-31E
<b>Oshawa, ON (CYOO)</b> ATIS 125.675 (1130-0330Z‡) Toronto Trml App Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 Toronto Trml Dep Con 133.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	H-11B, L31D



FACILITY NAME	CHART & PANEL
<b>Ottawa/Carp, ON (CYRP)</b> ATIS 121.15 Ottawa Trml App/Dep Con 128.175 252.5	L-31E, 32F
<b>Ottawa/Gatineau, QC (CYND)</b> Ottawa Trml App/Dep Con 127.7 128.175 252.5 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
<b>Ottawa/MacDonald-Cartier Intl, ON (CYOW)</b> ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 120.1 341.3 Gnd Con 121.9 CInc Del 119.4 Ottawa Dep Con 128.175	L-11C
<b>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</b> Toronto Center App/Dep 132.575 290.6	L-31D
<b>Pelee Island, ON (CYPT)</b> Cleveland Center App/Dep Con 126.35 360.0	L-30F
<b>Pembroke, ON (CYTA)</b> Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z†, OT PPR)	H-11C, L-31E, 32F
<b>Penticton, BC (CYYF)</b> Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
<b>Peterborough, ON (CYPQ)</b> AWOS 126.925 Toronto Center App/Dep 134.25	H-11B, L-31E, 32F
<b>Pincher Creek, AB (CZPC)</b> Edmonton Center App/Dep Con 132.75 265.2	H-1D
<b>Pitt Meadows, BC (CYPK)</b> ATIS 125.0 (1500-0700Z†) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z†) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z†) (3NM to 2500')	L-1E
<b>Quebec/Jean Lesage Intl, QC (CYQB)</b> ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 (185.65 Quebec Twr VFR acft at or below 3000') Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
<b>Riviere Du Loup, QC (CYRI)</b> AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
<b>Rouyn Noranda, QC (CYUY)</b> Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
<b>Saint John, NB (CYSJ)</b> Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
<b>Sarnia (Chris Hadfield), ON (CYZR)</b> Toronto Center 134.375	H-10G, 11B, L-30F
<b>Sault Ste Marie, ON (CYAM)</b> ATIS 133.05 (1300-0100Z†) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z†) Gnd Con 121.7 MF 118.8 (0100-1300Z† 5 NM irregular shape to 3000')	H-2K, L-31B
<b>Sherbrooke, QC (CYAM)</b> AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	H-11D, L-32H
<b>South Renfrew Muni, ON (CNP3)</b> Montreal Center App/Dep 124.275	L-31E, 32F
<b>Southport, MB (CYPG)</b> ATIS 120.85 (Mon-Fri 1400-2300Z† except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z† except holidays) Gnd Con 121.7 275.8	H-2H

FACILITY NAME	CHART & PANEL
<b>Springwater Barrie Airpark, ON (CNA3)</b> Toronto Center App/Dep Con 124.025	L-31D
<b>St. Catharines/Niagara District, ON (CYSN)</b> ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
<b>St. Frederic, QC (CSZ4)</b> Montreal Center App/Dep Con 135.025 270.9	L-32H
<b>St. Georges, QC (CYSG)</b> Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
<b>St. Jean, QC (CYJN)</b> Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
<b>Sudbury, ON (CYSB)</b> ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
<b>Summerside, PE (CYSU)</b> AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
<b>Thunder Bay, ON (CYQT)</b> ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡) Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
<b>Timmins, ON (CYTS)</b> ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000')	H-11B
<b>Toronto/Buttonville Muni, ON (CYKZ)</b> ATIS 127.1 (1200-0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
<b>Toronto/City Centre, ON (CYTZ)</b> ATIS 133.6 (1130-0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 226.5 (1130-0400Z‡) Gnd Con 121.7	L-31E
<b>Toronto/Lester B Pearson Intl, ON (YYZ)</b> ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Clnc Del 121.3 (1200-0400Z‡) VFR Advisory 119.3 133.4	H-11B, L-31D
<b>Trenton, ON (CYTR)</b> ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H-11C, L-31E, 32F
<b>Trenton/Mountain View, ON (CPZ3)</b> Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
<b>Trois-Rivieres, QC (CYRQ)</b> Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200')	H-11C, L-32H
<b>Val-d'Or, QC (CYVO)</b> Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B
<b>Vancouver Intl, BC (CYVR)</b> ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H-1B, L-1E

FACILITY NAME	CHART & PANEL
<b>Victoria Intl, BC (CYYJ)</b> ATIS 118.8 (1400-0800Z) App Con 125.95 308.4 Dep Con 133.85 308.4 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z) OT ctc Kamloops 119.7 Clncl Del 126.4 (1400-0800Z)	H-1B, L-1E
<b>Victoriaville, QC (CSR3)</b> Montreal Center App Con 132.35	L-32H
<b>Waterville/Kings Co Muni, NS (CCW3)</b> Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
<b>Warton, ON (CYVW)</b> Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
<b>Windsor, ON (CYQG)</b> ATIS 134.5 (1130-0330Z) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z) Gnd Con 121.7 MF 124.7 (0330-1130Z) 6 NM irregular shape to below 3000' VFR Advisory Detroit App Con 134.3	H-10G, L-8J
<b>Yarmouth, NS (CYQI)</b> Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	H-11E, L-32I

## MEXICO

FACILITY NAME	CHART & PANEL
<b>Abraham Gonzalez Intl (MMCS)</b> Juarez App Con 119.9 Juarez Tower 118.9	H-4K, L-6F
<b>Del Norte Intl (MMAN)</b> ATIS 127.55 (1300-0300Z) Monterrey App 119.75 120.4 Tower 118.6	H-7B, L-20G
<b>Durango Intl (MMDO)</b> ATIS 132.1 Tower 118.1 Durango Info 122.3	H-7A
<b>General Abelardo L. Rodriguez Intl (MMTJ)</b> ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Clncl Del 122.35 Tijuana Info 132.1	H-4H, L-4H
<b>General Lucio Blanco Intl (MMRX)</b> Reynosa App Con 118.8 Reynosa Tower 118.8	H-7B, L-20H
<b>General Mariano Escobedo Intl (MMMY)</b> ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H-7B, L-20G
<b>General R Fierro Villalobos Intl (MMCU)</b> ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L-6I
<b>General Rodolfo Sanchez Taboada Intl (MMML)</b> ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H-4H, L-4J, 5A
<b>General Servando Canales (MMMA)</b> Matamoros App Con 118.0 Matamoros Tower 118.0	H-7C, L-21A
<b>Plan De Guadalupe Intl (MMIO)</b> Saltillo App Con 127.4 Saltillo Tower 118.4	H-7B
<b>Quetzalcoatl Intl (MMNL)</b> Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H-7B, L-20G
<b>Torreon Intl (MMTC)</b> App Con 119.6 Tower 118.5	H-7A

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




In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION





### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ★. To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

### CHART CURRENCY INFORMATION

FAA procedure amendment number  Amdt 11A 99365  Date of latest change  
 Orig 00365 

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

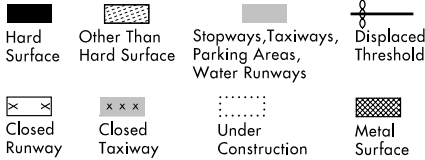
09071

# LEGEND

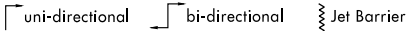
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM

#### Runways



**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



#### ARRESTING SYSTEM

#### REFERENCE FEATURES

Buildings.....	■
Tanks.....	●
Obstructions.....	▲
Airport Beacon #.....	☆
Runway	
Radar Reflectors.....	▼
Control Tower #.....	■
Hot Spot.....	○

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g.,

RWY 14-32 S75, T185, ST175, TT325

PCN 80 F/D/X/U

Helicopter Alighting Areas ① ② ③ ④ ⑤

Negative Symbols used to identify Copter Procedures landing point..... ⑥ ⑦ ⑧ ⑨ ⑩

Runway Threshold elevation.....THRE 123

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% DOWN

(shown when runway slope is greater than or equal to 0.3%)

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

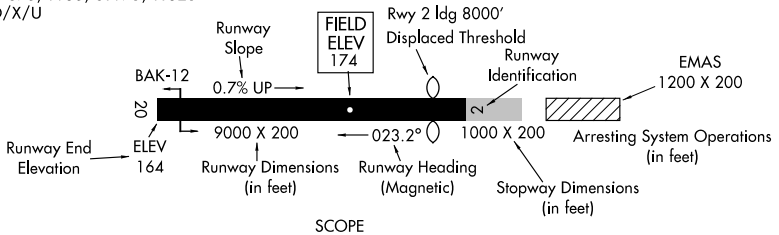
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FUP. (Foreign Only)



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

# LEGEND

## HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

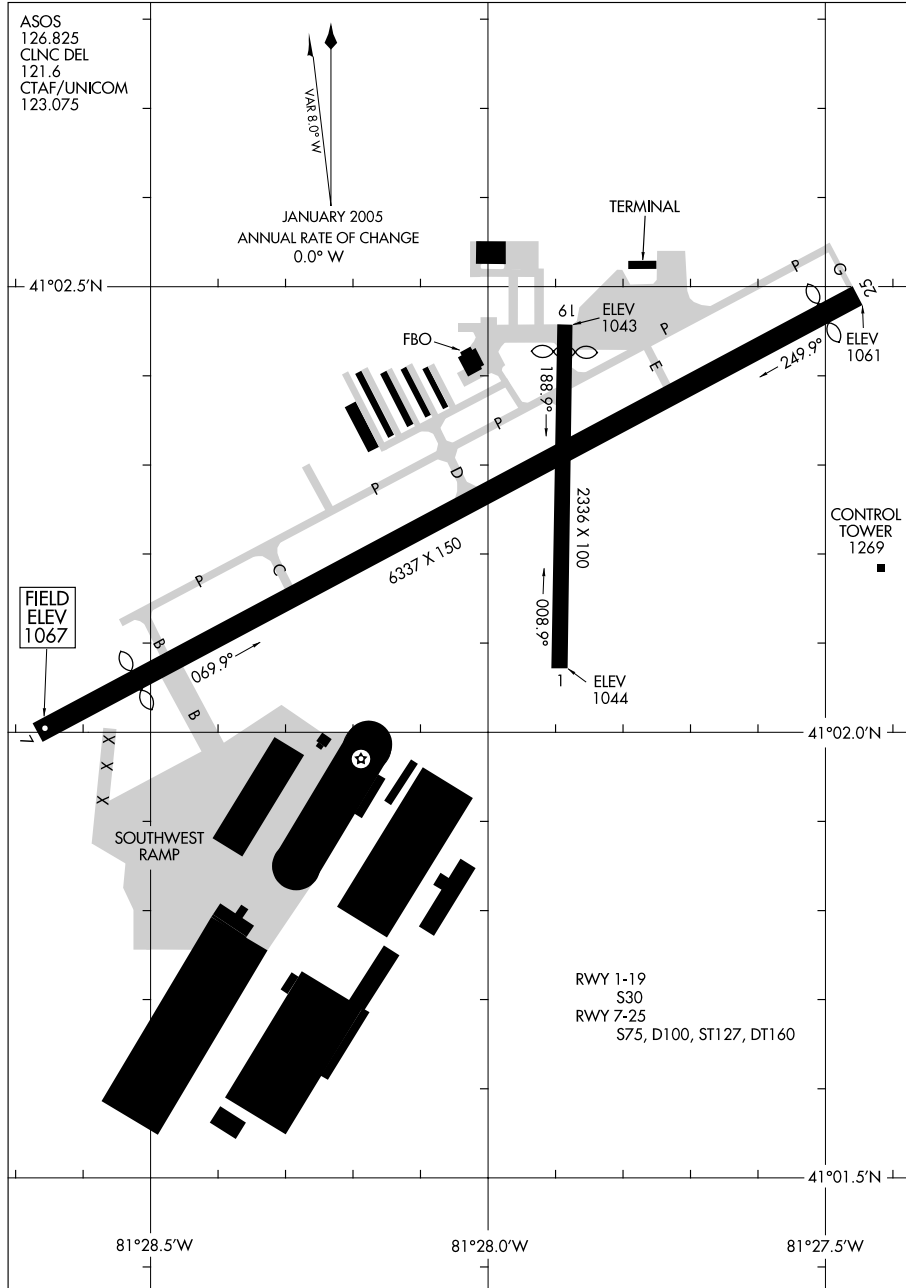
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HOT<sup>1</sup>", "HOT<sup>2</sup>", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ILLINOIS</b>		
MOLINE QUAD CITY INTL (MLI)	HOT <sup>1</sup>	Rwy 31 Non-standard hold position. Distance to edge of rwy 698'.
<b>INDIANA</b>		
EVANSVILLE EVANSVILLE RGNL (EVV)	HOT <sup>1</sup>	Pilots taxiing to Rwy 09 enter the rwy mid-field. Do not taxi to the "numbers" without ATC clearance. Rwy 09-27 is a short distance from the General Aviation Ramp-use appropriate vigilance.
	HOT <sup>2</sup>	Pilots cleared to taxi to Rwy 27 sometimes enter the Rwy 27 without a clearance.
	HOT <sup>3</sup>	Rwy 18-36 in close proximity to General Aviation Ramp-use appropriate vigilance.
	HOT <sup>4</sup>	Rwy 18-36 in close proximity to General Aviation Ramp-use appropriate vigilance.
<b>MICHIGAN</b>		
JACKSON JACKSON CO-REYNOLDS FLD (JXN)	HOT <sup>1</sup>	Caution confusing signage.
	HOT <sup>2</sup>	No signage.
<b>WISCONSIN</b>		
JANESVILLE SOUTHERN WISCONSIN RGNL (JVL)	HOT <sup>1</sup>	Rwy 32 and Rwy 36 approach ends are closely aligned and may be confused when lining up for departure.
MILWAUKEE GENERAL MITCHELL INTL (MKE)	HOT <sup>1</sup>	Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 7L-25R if they miss the right turn for Twy V. To avoid a runway incursion, pilots on Twy E should use extreme caution approaching Rwy 7L-25R.
	HOT <sup>2</sup>	Runway holding position markings for the approach end of Rwy 25L are not where you expect them to be - they are well removed from the Rwy 25L entry point. Aircraft taxiing for a Rwy 25L departure on either Twy M or Rwy 13-31, note the positions of the Rwy 25L runway holding position markings.
	HOT <sup>3</sup>	Use caution in the area of Twy M and Rwy 1L-19R. Pavement widens out as the taxiway approaches the runway and may cause confusion.

09071

## AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)  
AKRON, OHIO

## AIRPORT DIAGRAM

09071

AKRON, OHIO  
AKRON FULTON INTL (AKR)



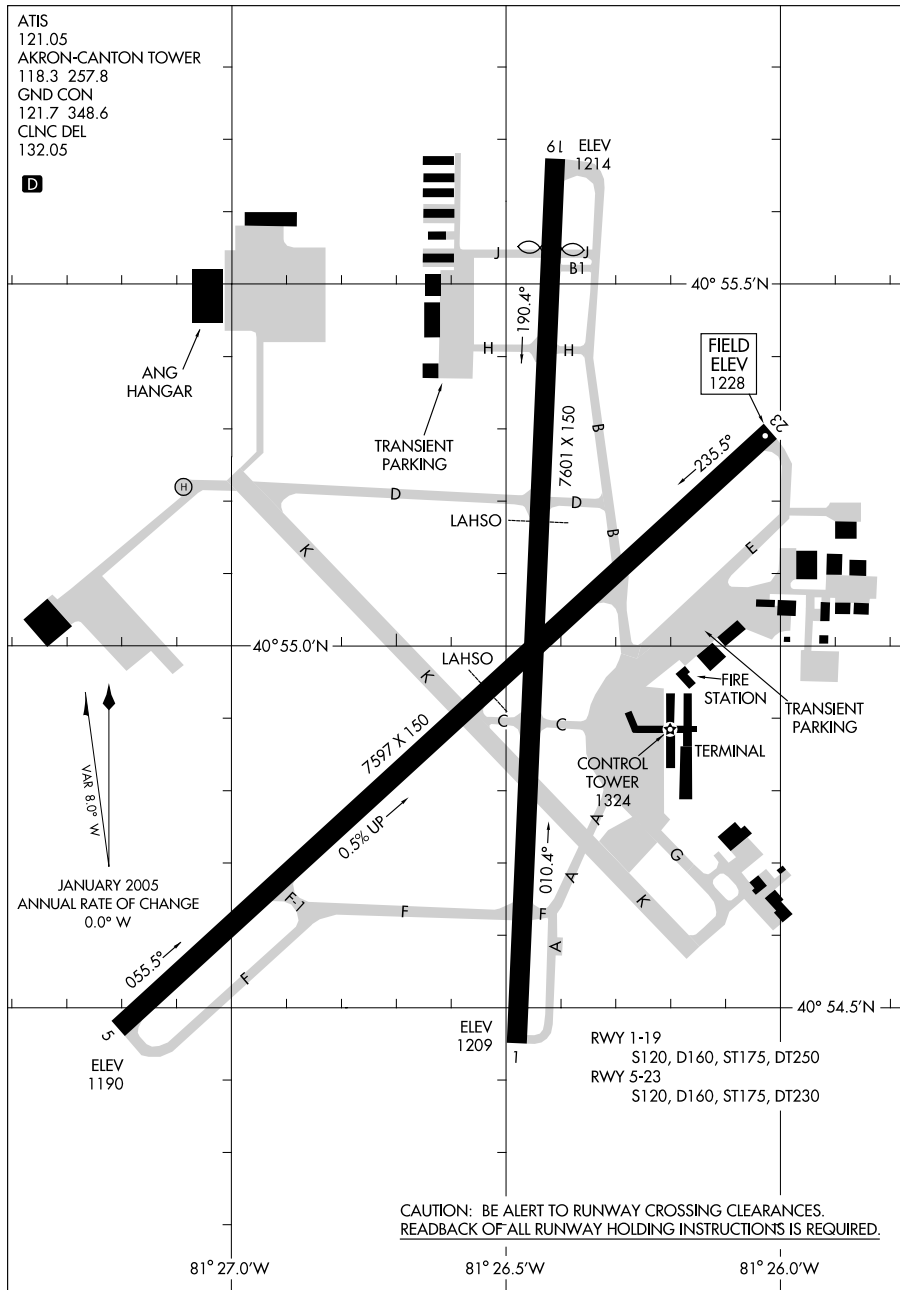
09015

## AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)

AKRON, OHIO



## AIRPORT DIAGRAM

09015

AKRON, OHIO  
AKRON-CANTON RGNL (CAK)





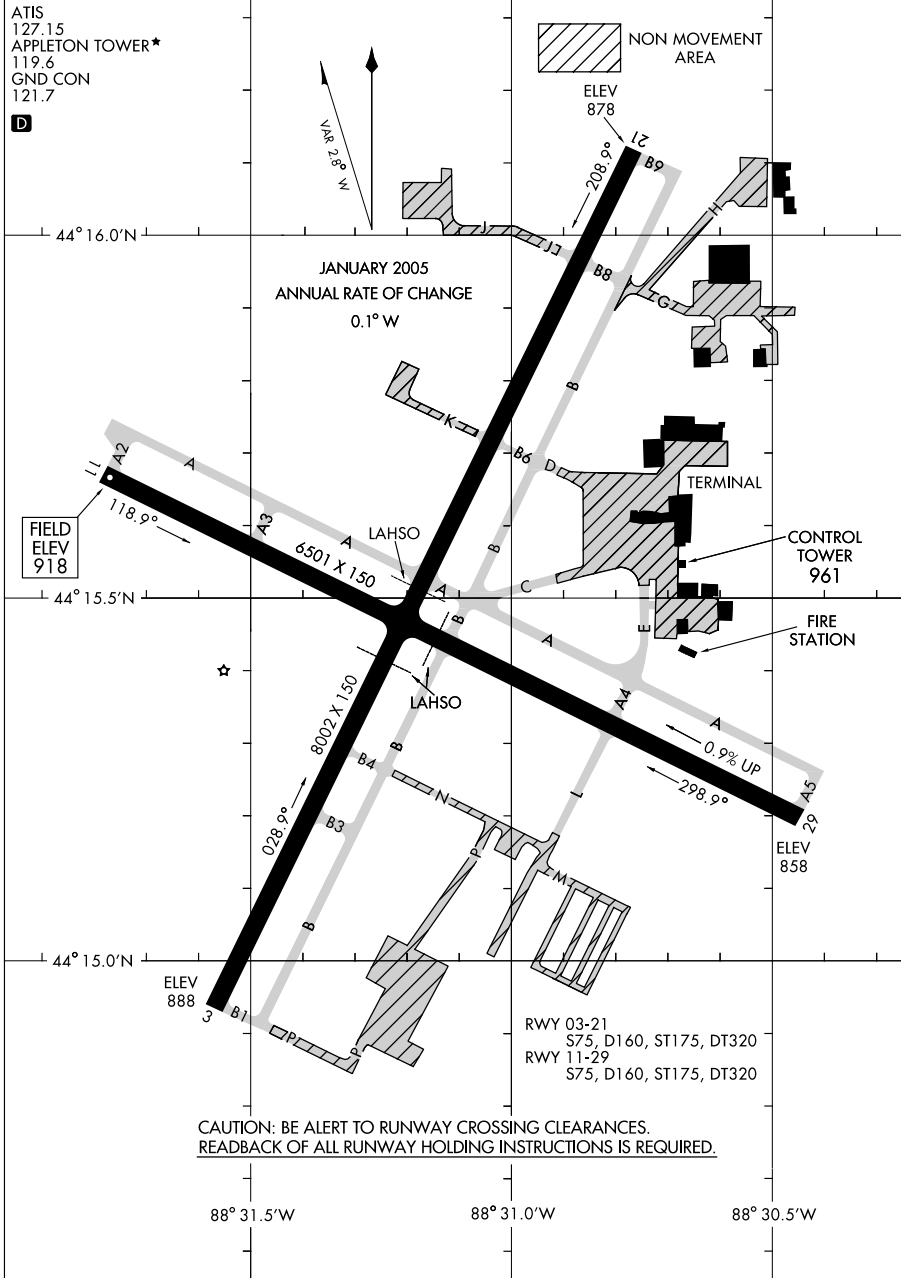
09295

## AIRPORT DIAGRAM

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

AL-5216 (FAA)

APPLETON, WISCONSIN



## AIRPORT DIAGRAM

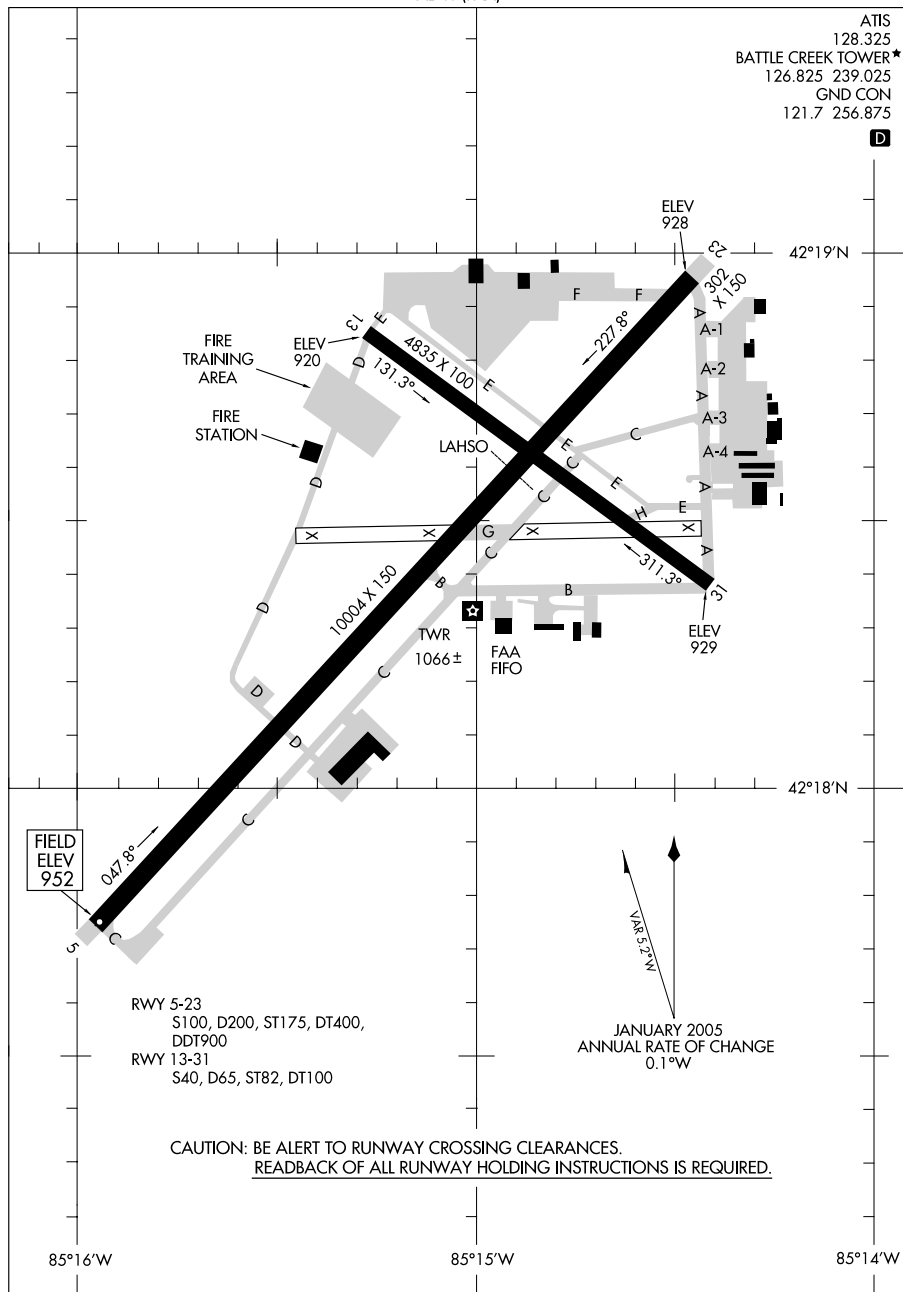
09295

 APPLETON, WISCONSIN  
 APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

09295

## AIRPORT DIAGRAM

AL-41 (FAA)

BATTLE CREEK/ W.K. KELLOGG (BTL)  
BATTLE CREEK, MICHIGAN

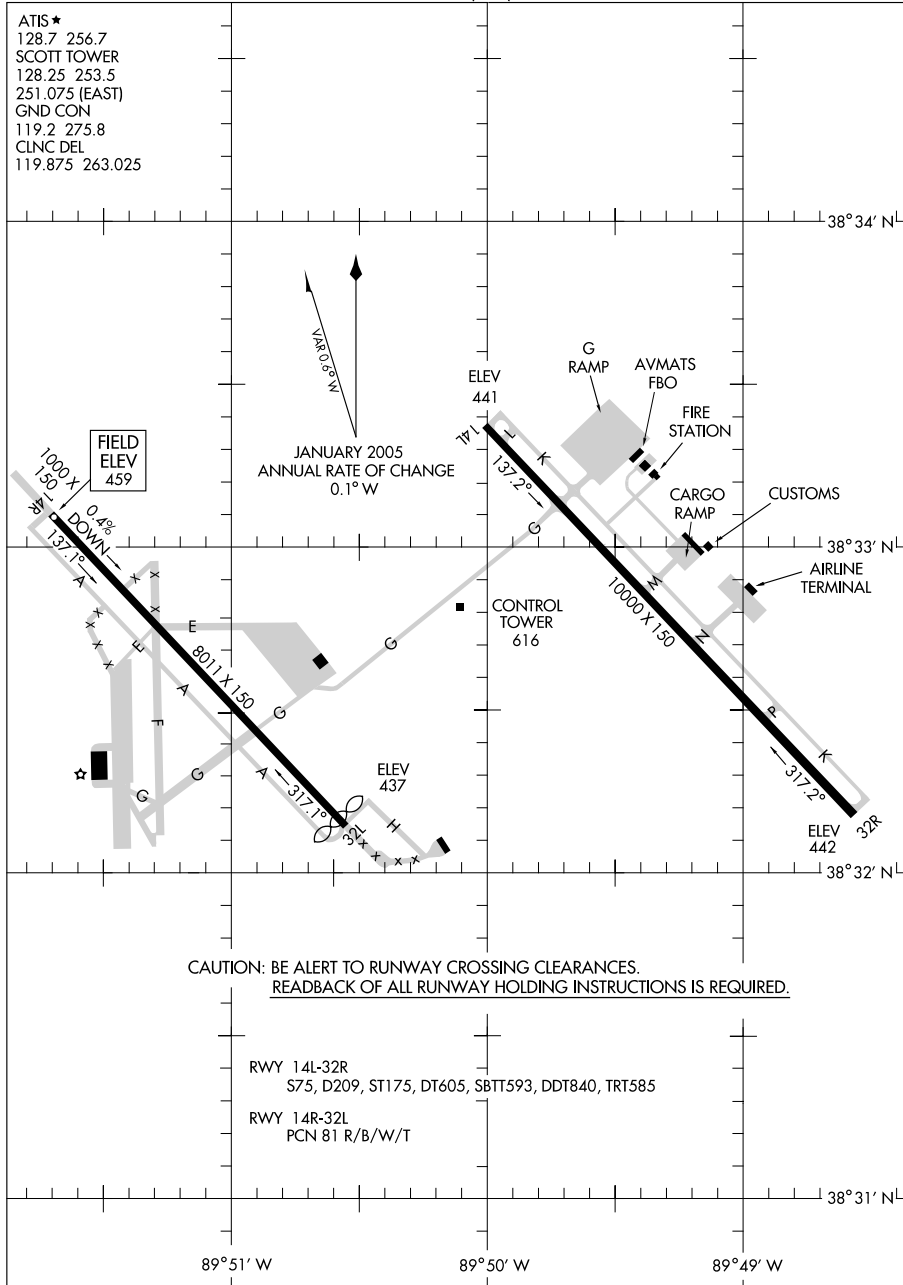
## AIRPORT DIAGRAM

09295

BATTLE CREEK, MICHIGAN  
BATTLE CREEK/ W.K. KELLOGG (BTL)

09239

## AIRPORT DIAGRAM

 BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)  
 AL-46 (FAA) BELLEVILLE, ILLINOIS


## AIRPORT DIAGRAM

09239

 BELLEVILLE, ILLINOIS  
 BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

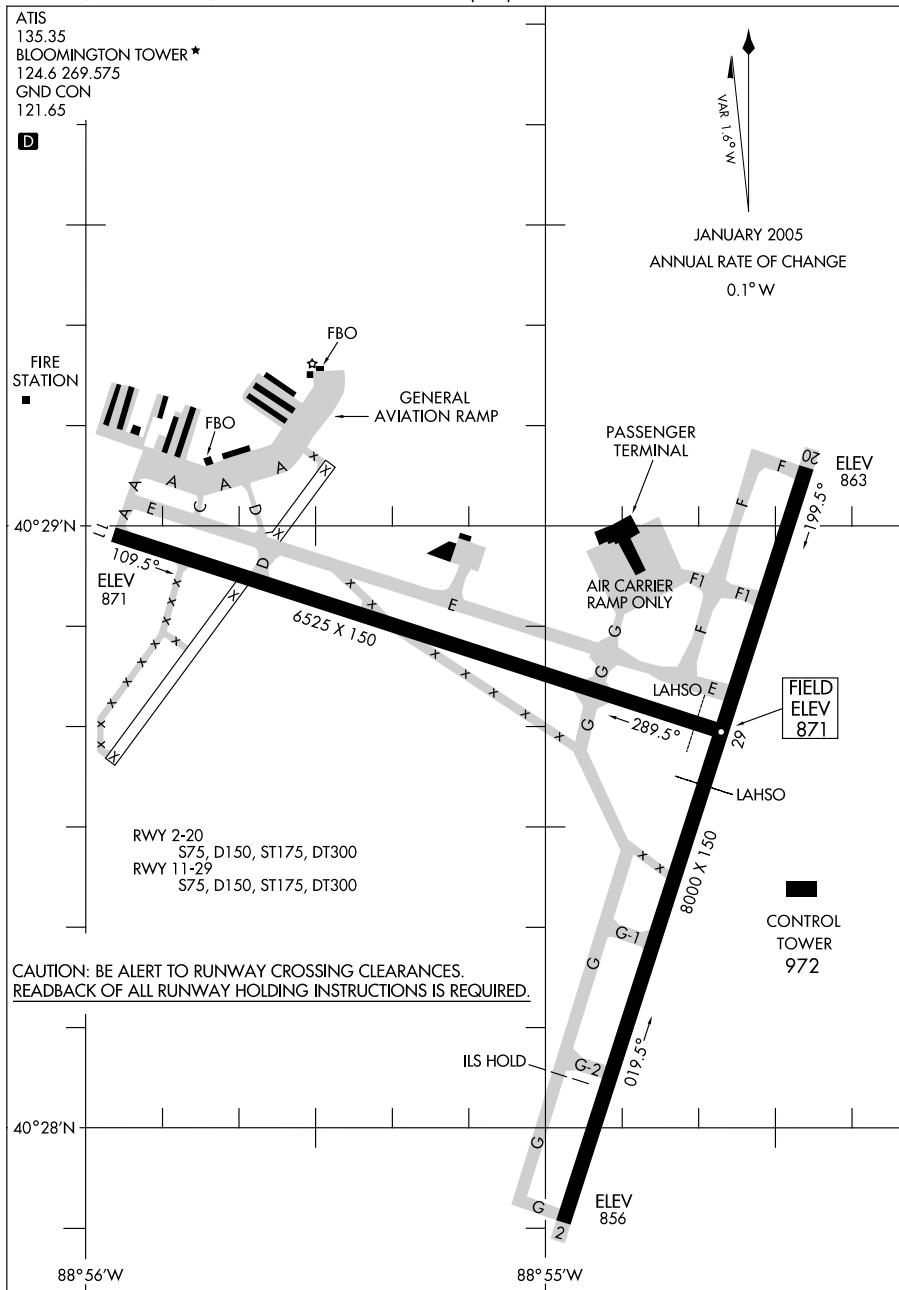
09295

BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

## AIRPORT DIAGRAM

AL-5058 (FAA)

BLOOMINGTON, ILLINOIS



## AIRPORT DIAGRAM

BLOOMINGTON, ILLINOIS

09295

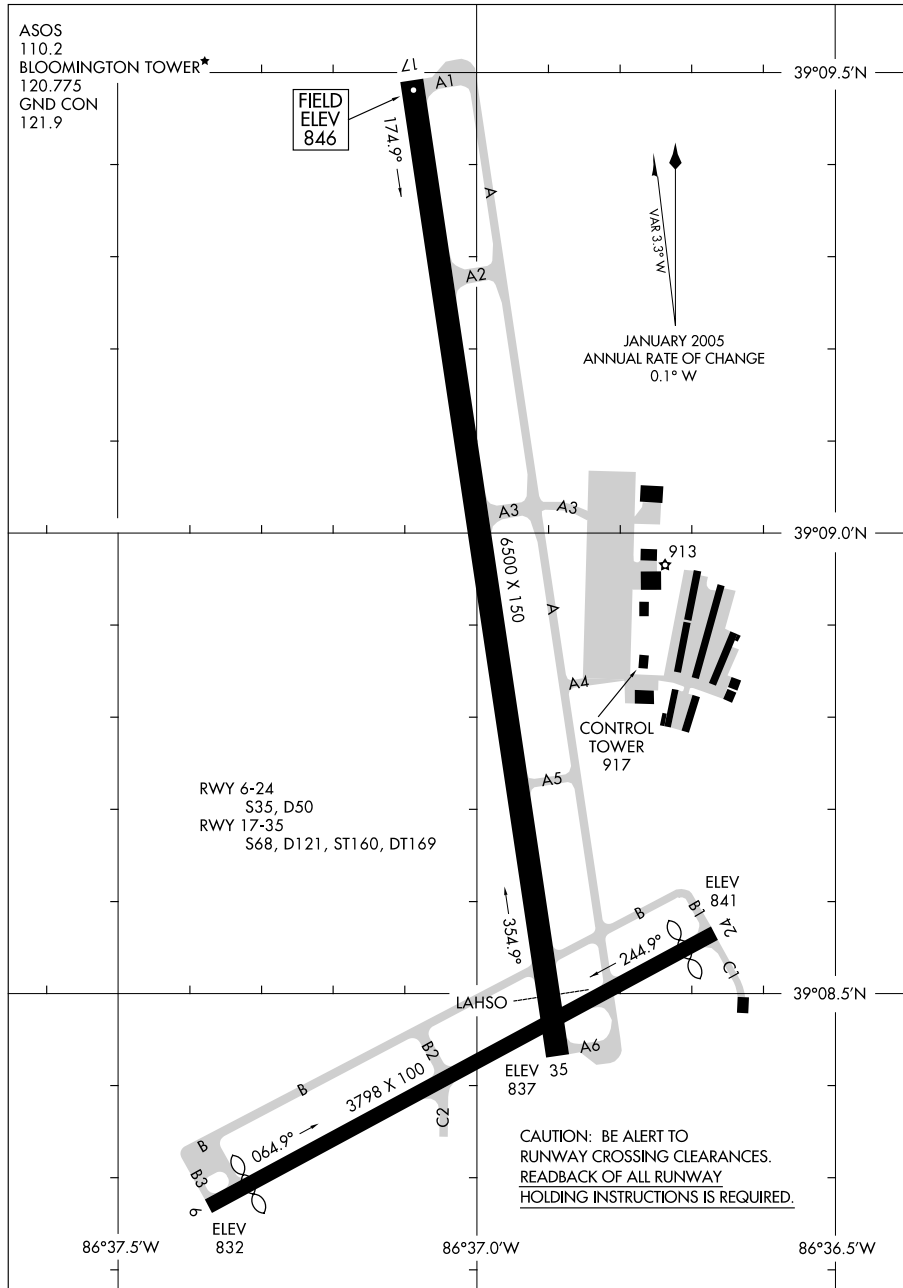
BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

09295

## AIRPORT DIAGRAM

BLOOMINGTON / MONROE COUNTY (BMG)  
BLOOMINGTON, INDIANA

AL-5168 (FAA)



## AIRPORT DIAGRAM

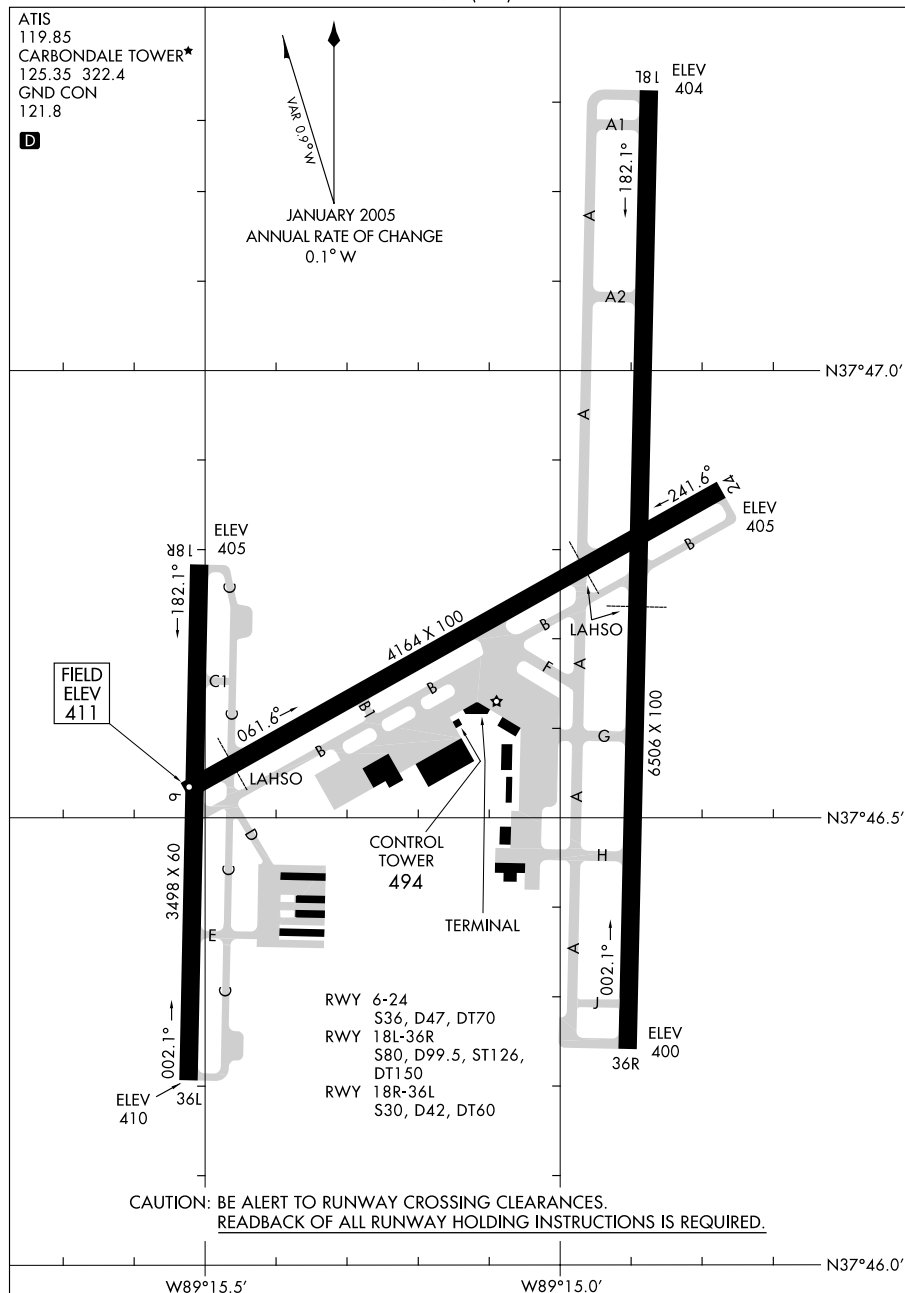
09295

BLOOMINGTON, INDIANA  
BLOOMINGTON / MONROE COUNTY (BMG)





CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)  
AL-5091 (FAA) CARBONDALE-MURPHYSBORO, ILLINOIS



CARBONDALE-MURPHYSBORO, ILLINOIS  
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

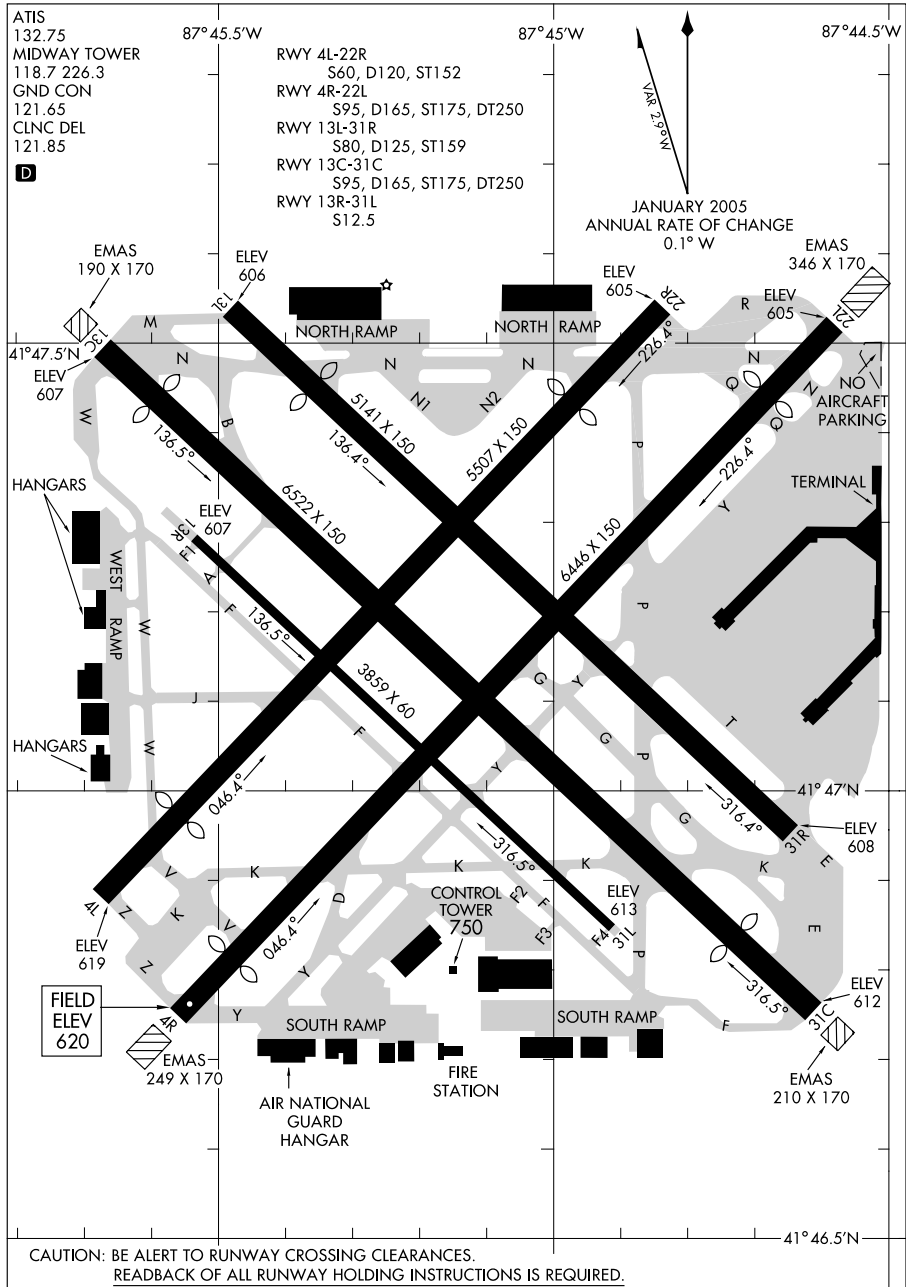


09071

## AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)  
CHICAGO, ILLINOIS



## AIRPORT DIAGRAM

09071

CHICAGO, ILLINOIS  
CHICAGO MIDWAY INTL (MDW)

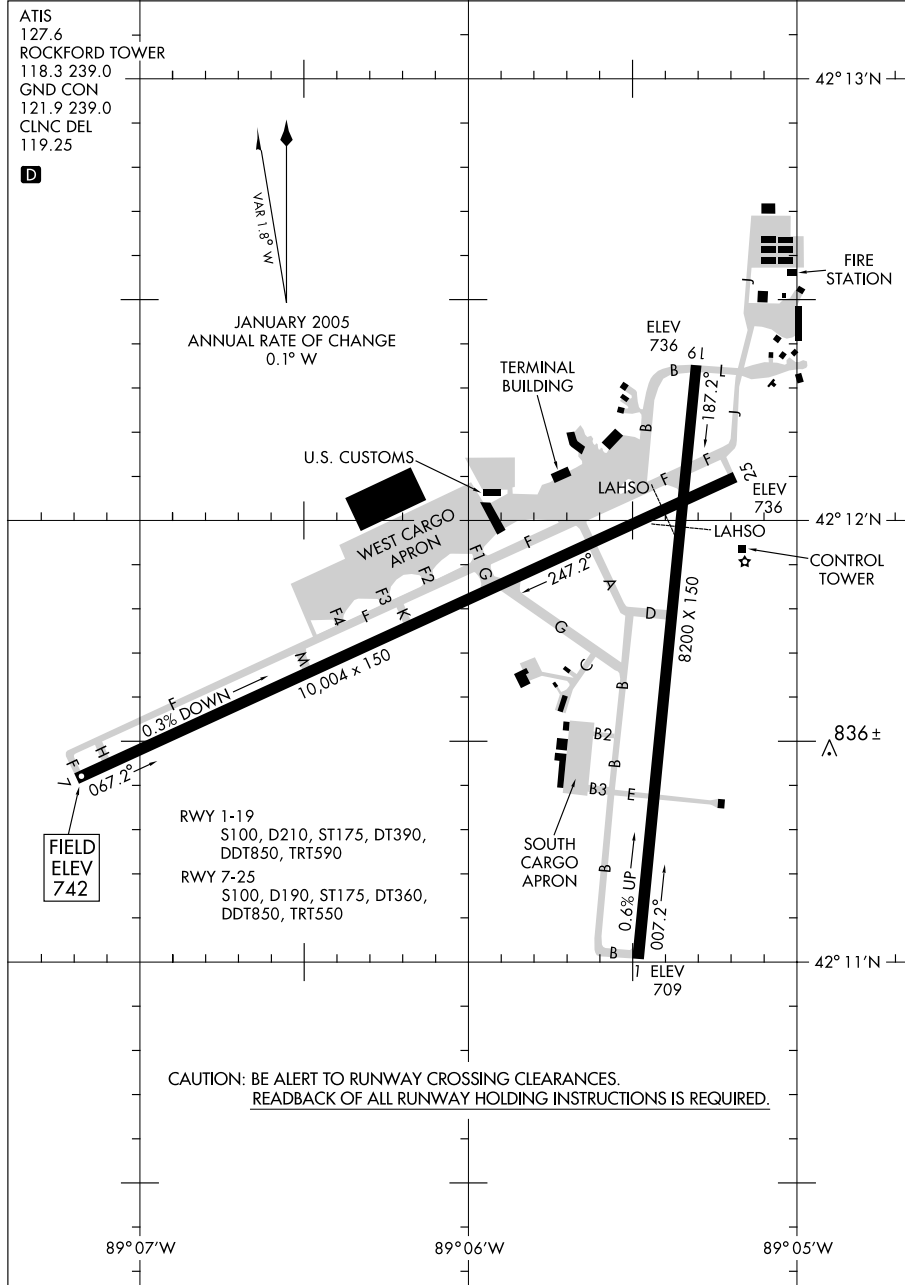


09015

# AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)  
CHICAGO/ROCKFORD, ILLINOIS



# AIRPORT DIAGRAM

09015

CHICAGO/ROCKFORD, ILLINOIS  
CHICAGO/ROCKFORD INTL (RFD)

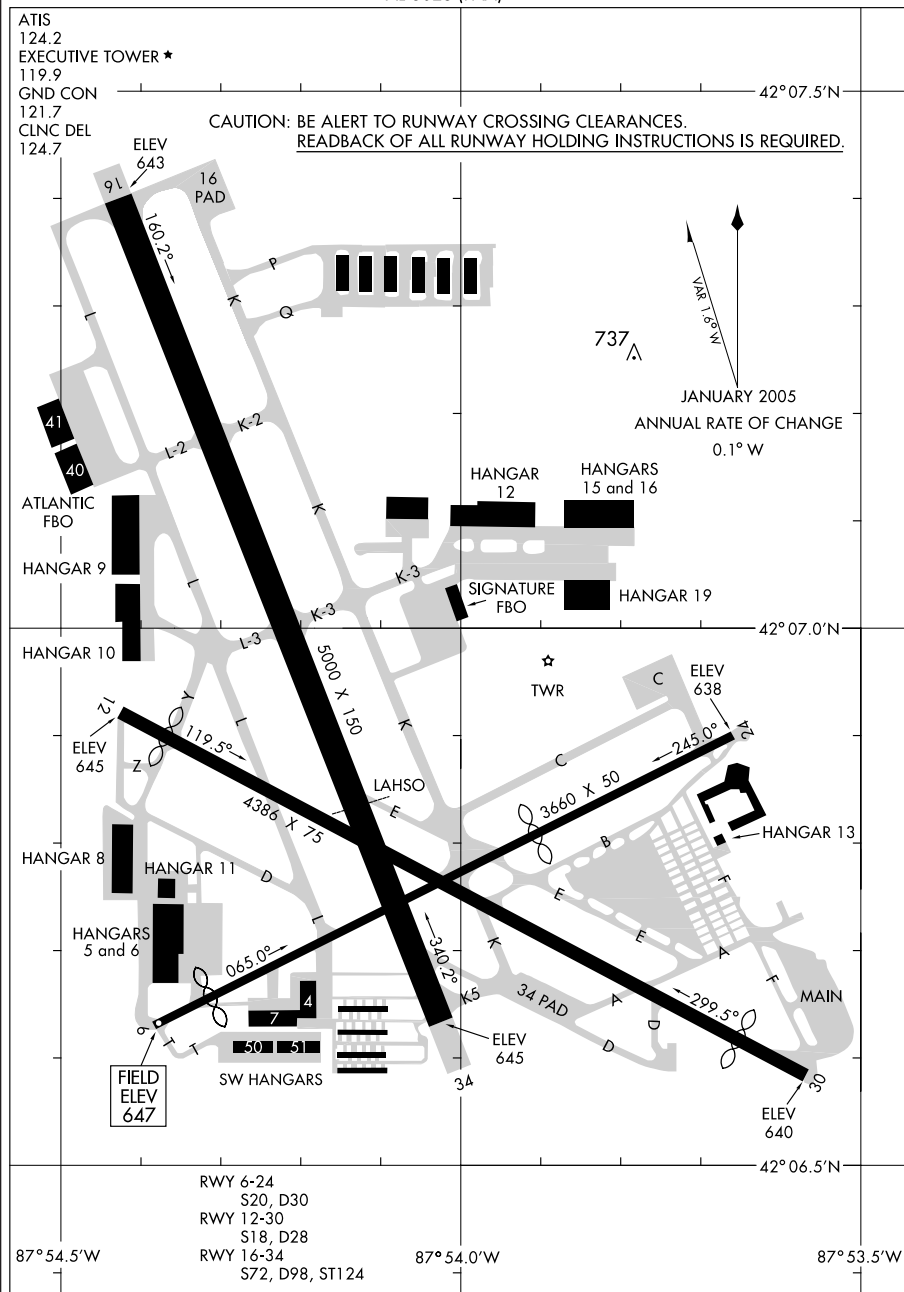






09295

## AIRPORT DIAGRAM

AL-5028 (FAA) CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS  
CHICAGO EXECUTIVE (PWK)

## AIRPORT DIAGRAM

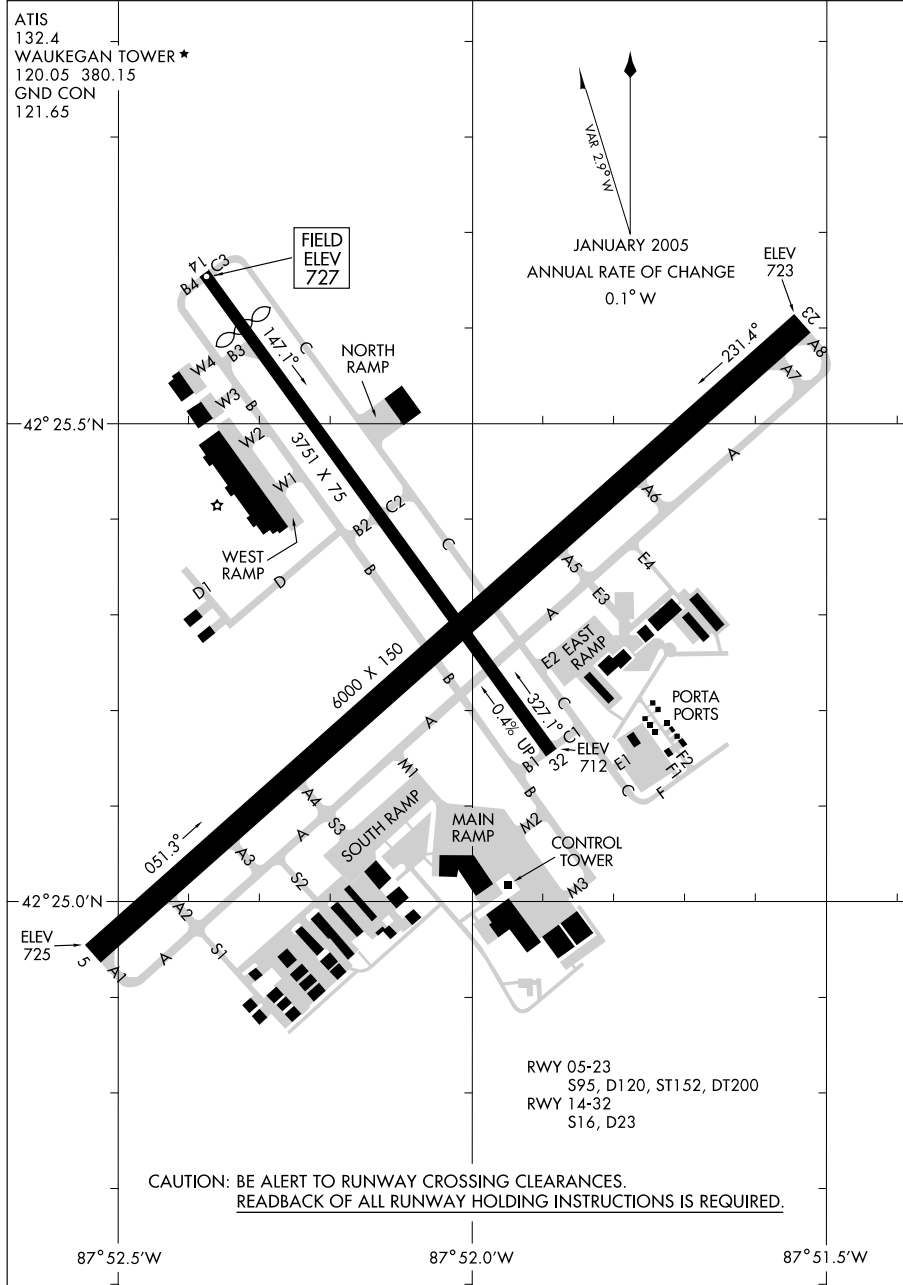
09295

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS  
CHICAGO EXECUTIVE (PWK)

09015

## AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/ WAUKEGAN RGNL (UGN)  
CHICAGO/WAUKEGAN, ILLINOIS

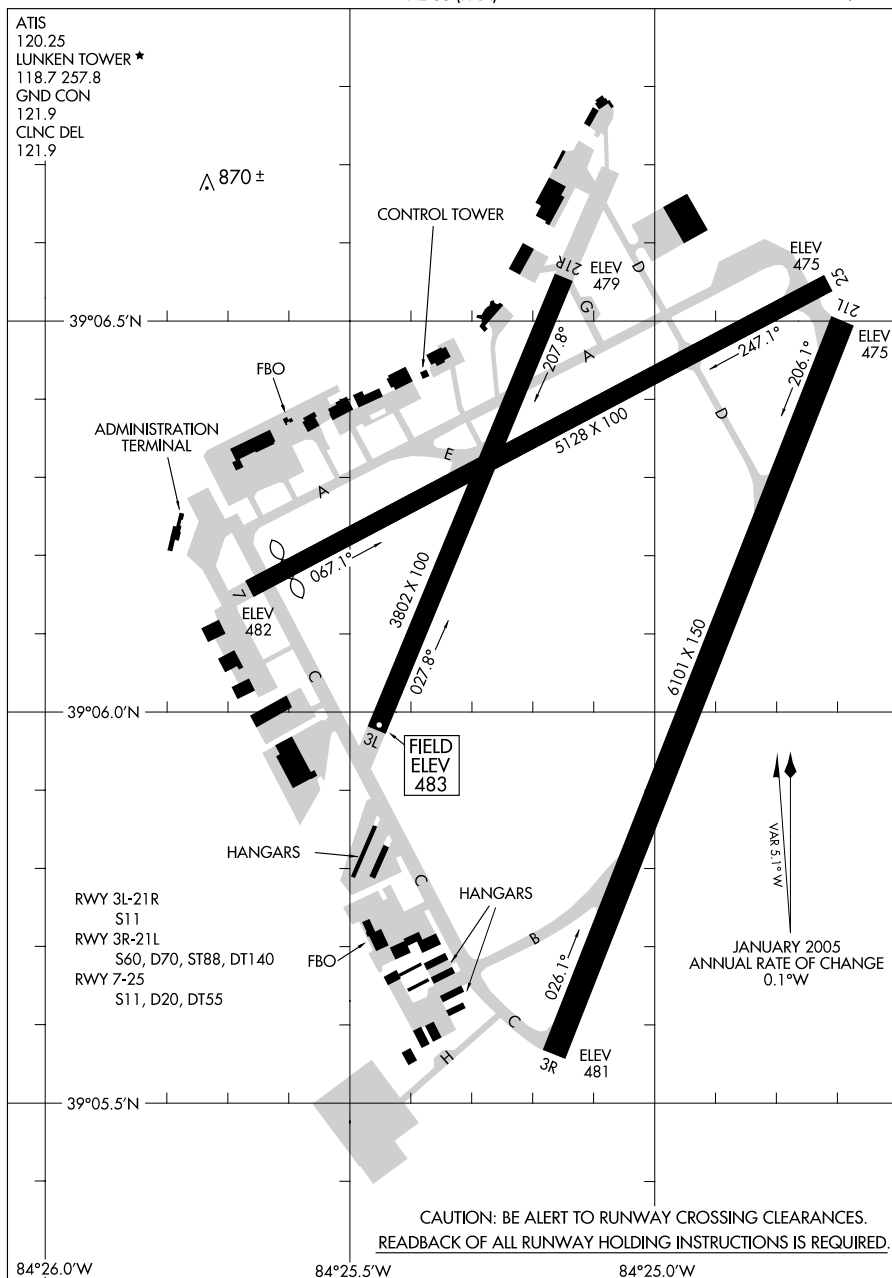
## AIRPORT DIAGRAM

09015

CHICAGO/WAUKEGAN, ILLINOIS  
CHICAGO/ WAUKEGAN RGNL (UGN)

09071

## AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LWK)  
AL-83 (FAA)  
CINCINNATI, OHIO

## AIRPORT DIAGRAM

09071

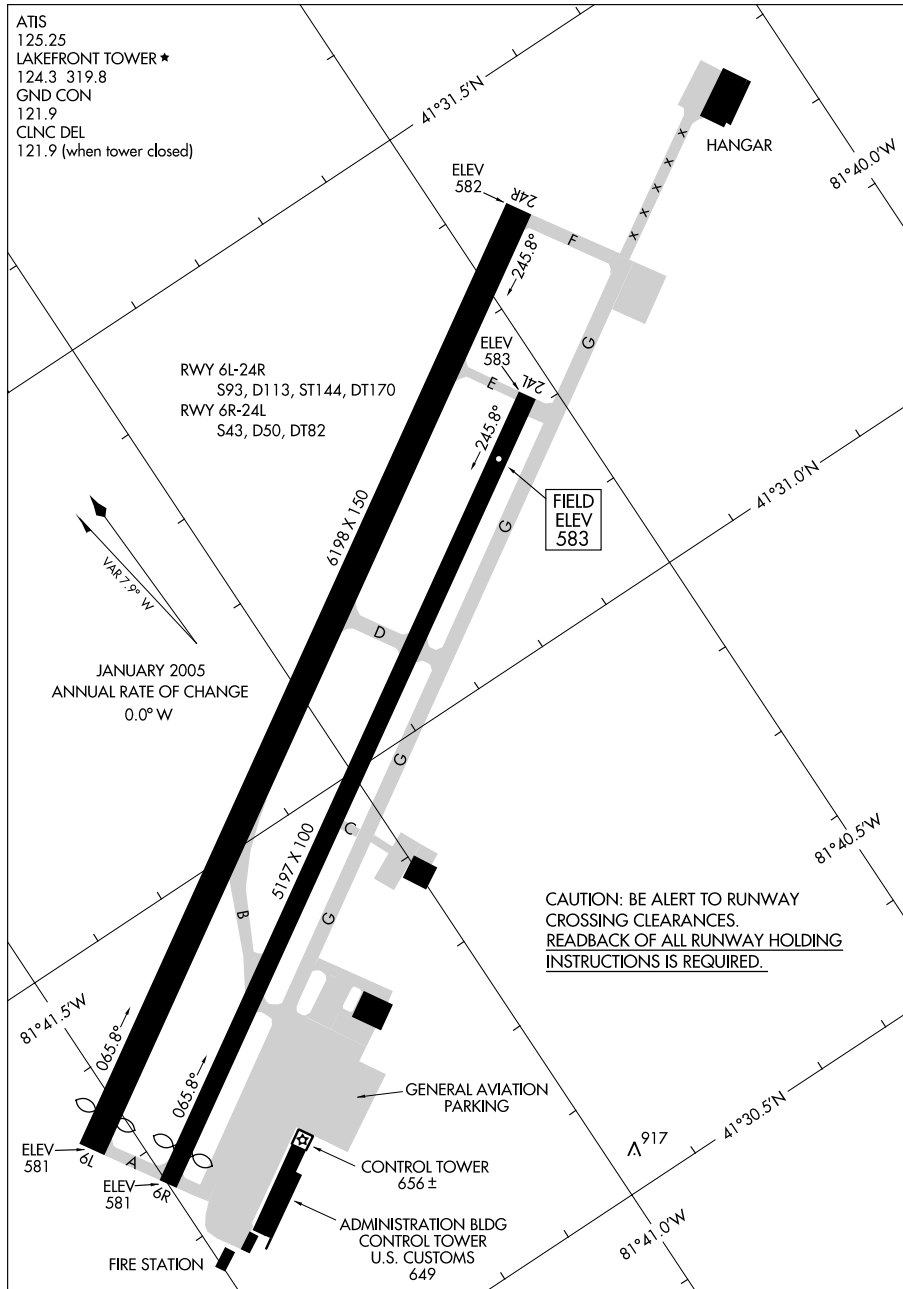
CINCINNATI, OHIO  
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LWK)

09015

## AIRPORT DIAGRAM

CLEVELAND/ BURKE LAKEFRONT (BKL)  
CLEVELAND, OHIO

AL-5370 (FAA)



## AIRPORT DIAGRAM

09015

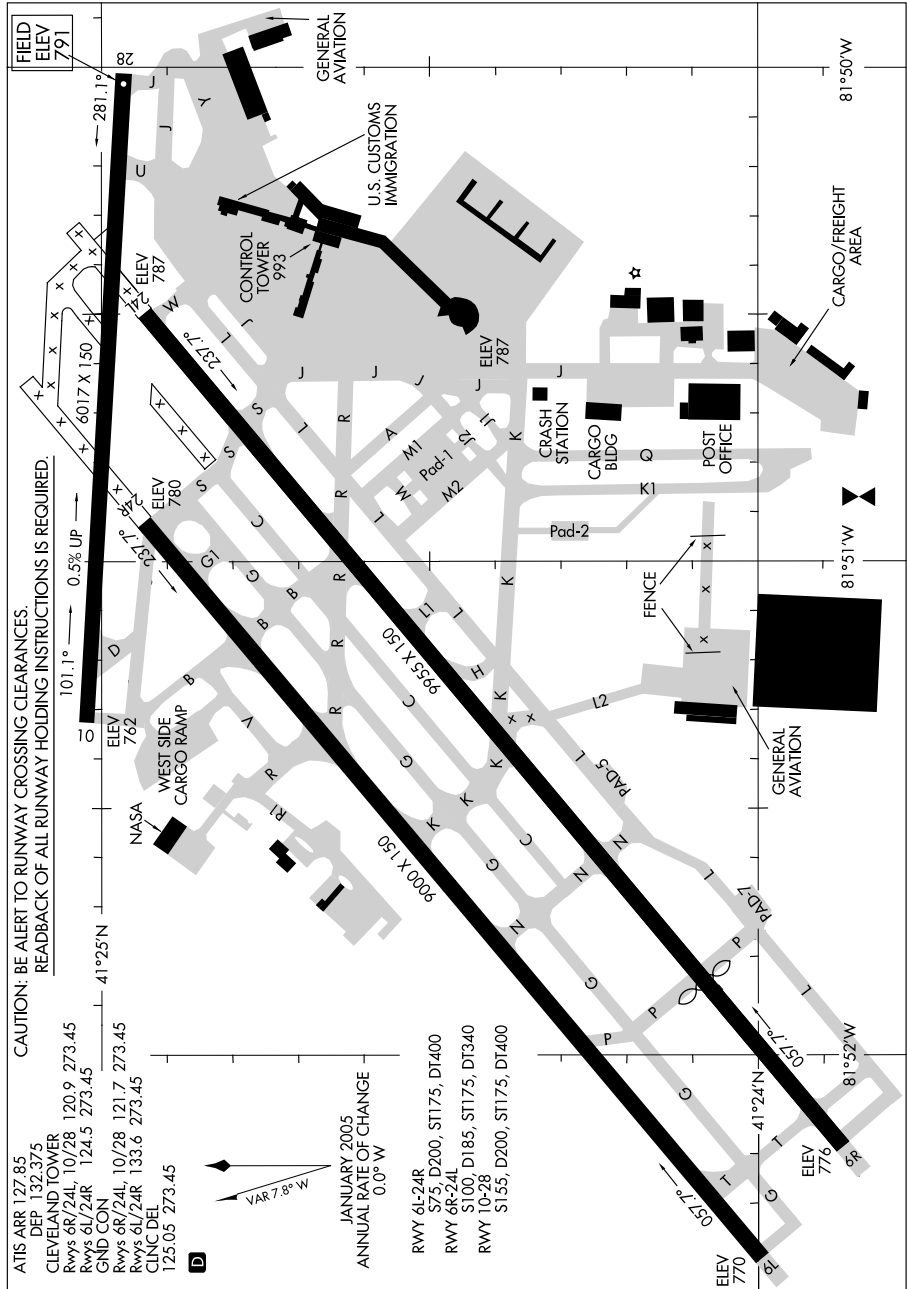
CLEVELAND, OHIO  
CLEVELAND/ BURKE LAKEFRONT (BKL)

09183

# AIRPORT DIAGRAM

AL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)  
CLEVELAND, OHIO



## AIRPORT DIAGRAM

09183

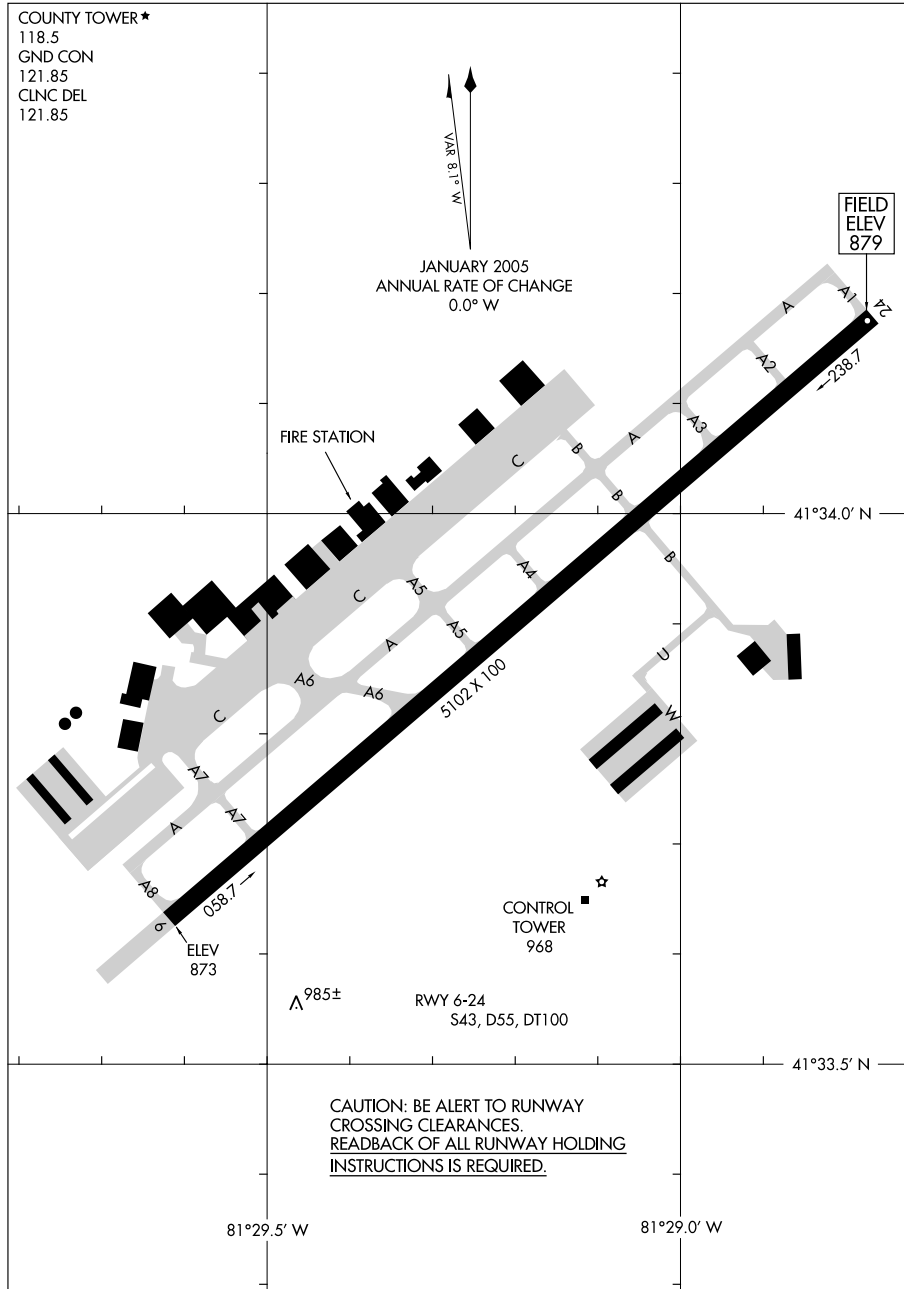
CLEVELAND, OHIO  
CLEVELAND-HOPKINS INTL (CLE)

08269

# AIRPORT DIAGRAM

CLEVELAND / CUYAHOGA COUNTY (CGF)  
CLEVELAND, OHIO

AL-5027 (FAA)



# AIRPORT DIAGRAM

08269

CLEVELAND, OHIO  
CLEVELAND / CUYAHOGA COUNTY (CGF)

09295

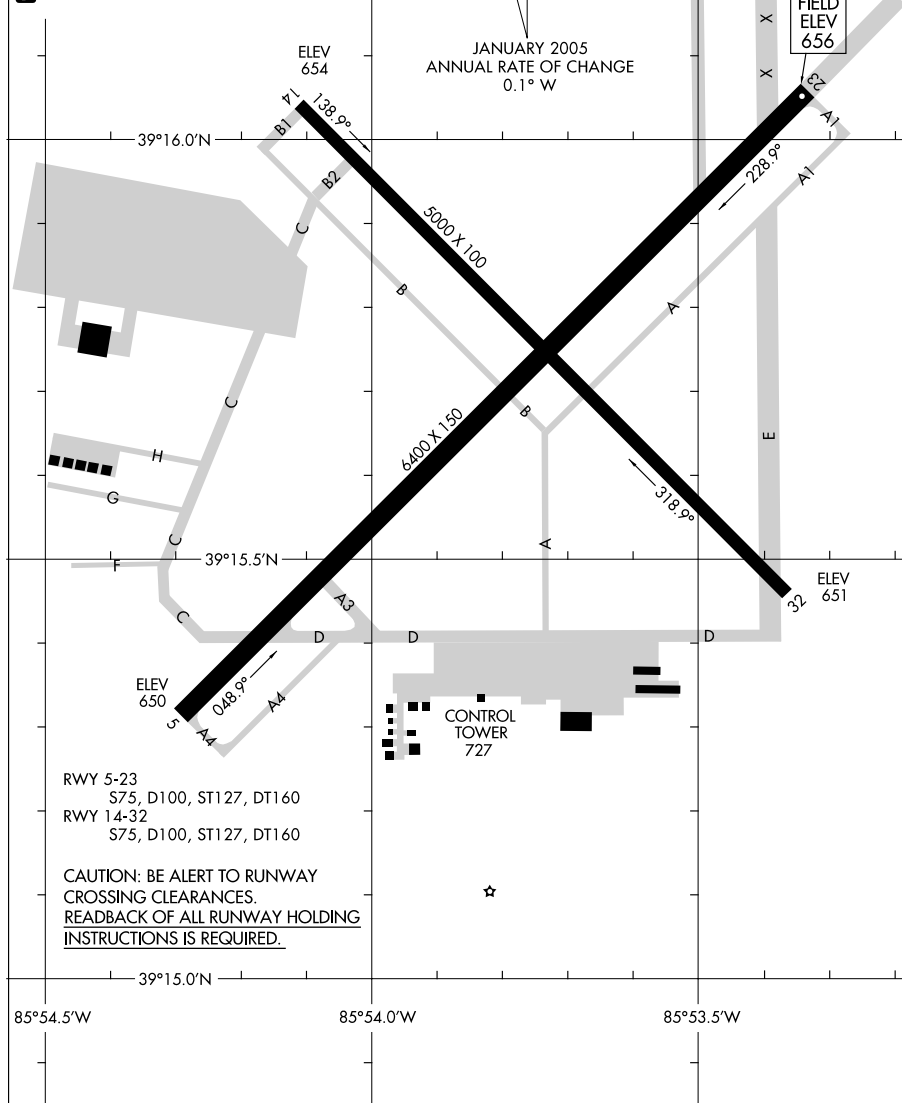
## AIRPORT DIAGRAM

AL-594 (FAA)

COLUMBUS MUNI (BAK)  
COLUMBUS, INDIANA

AWOS-3  
119.75  
COLUMBUS TOWER ★  
118.6  
GND CON  
121.6  
CLNC DEL  
134.85 (When twr closed)

D



RWY 5-23  
S75, D100, ST127, DT160  
RWY 14-32  
S75, D100, ST127, DT160

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

09295

COLUMBUS, INDIANA  
COLUMBUS MUNI (BAK)



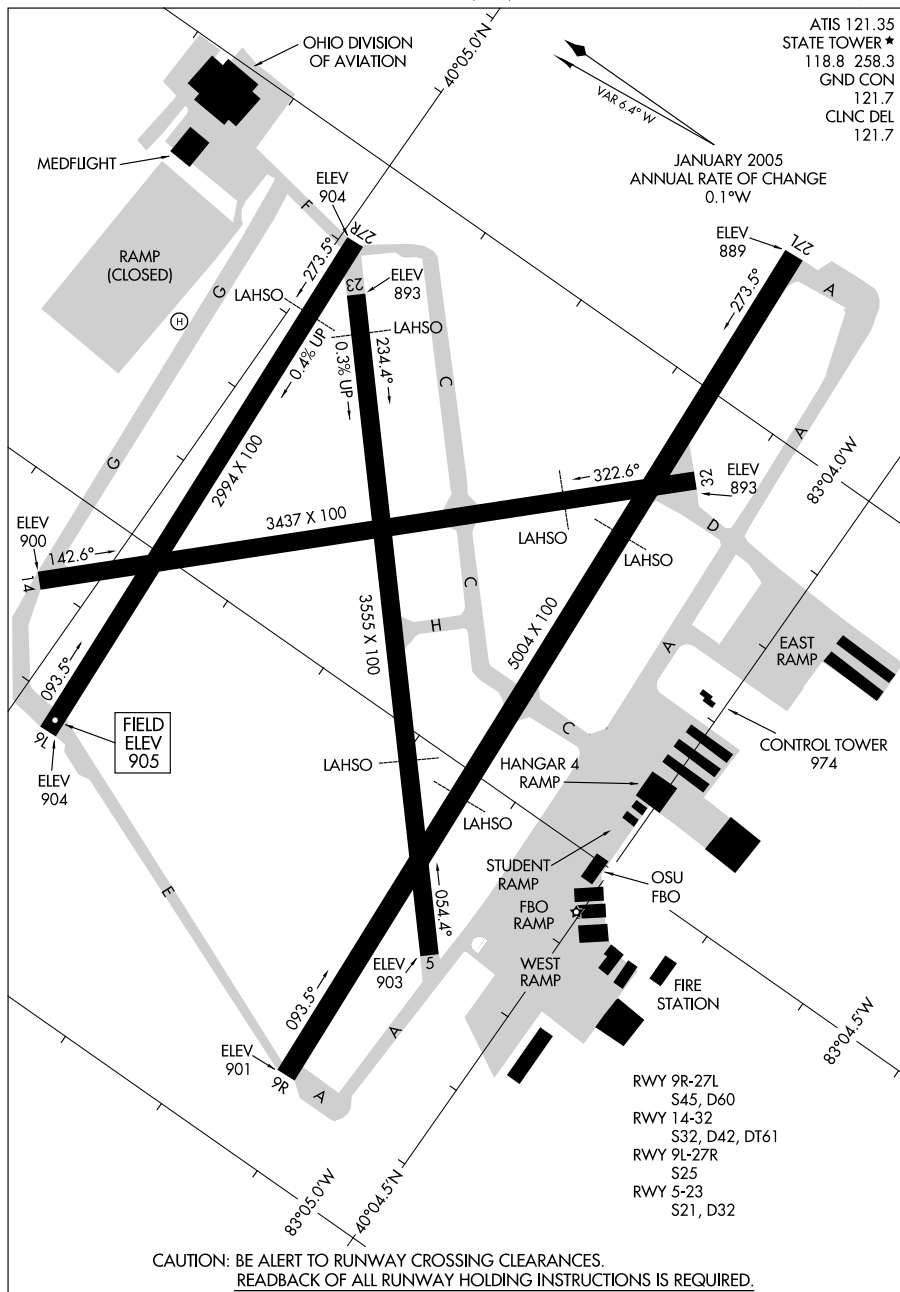


08269

## AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)  
COLUMBUS, OHIO



## AIRPORT DIAGRAM

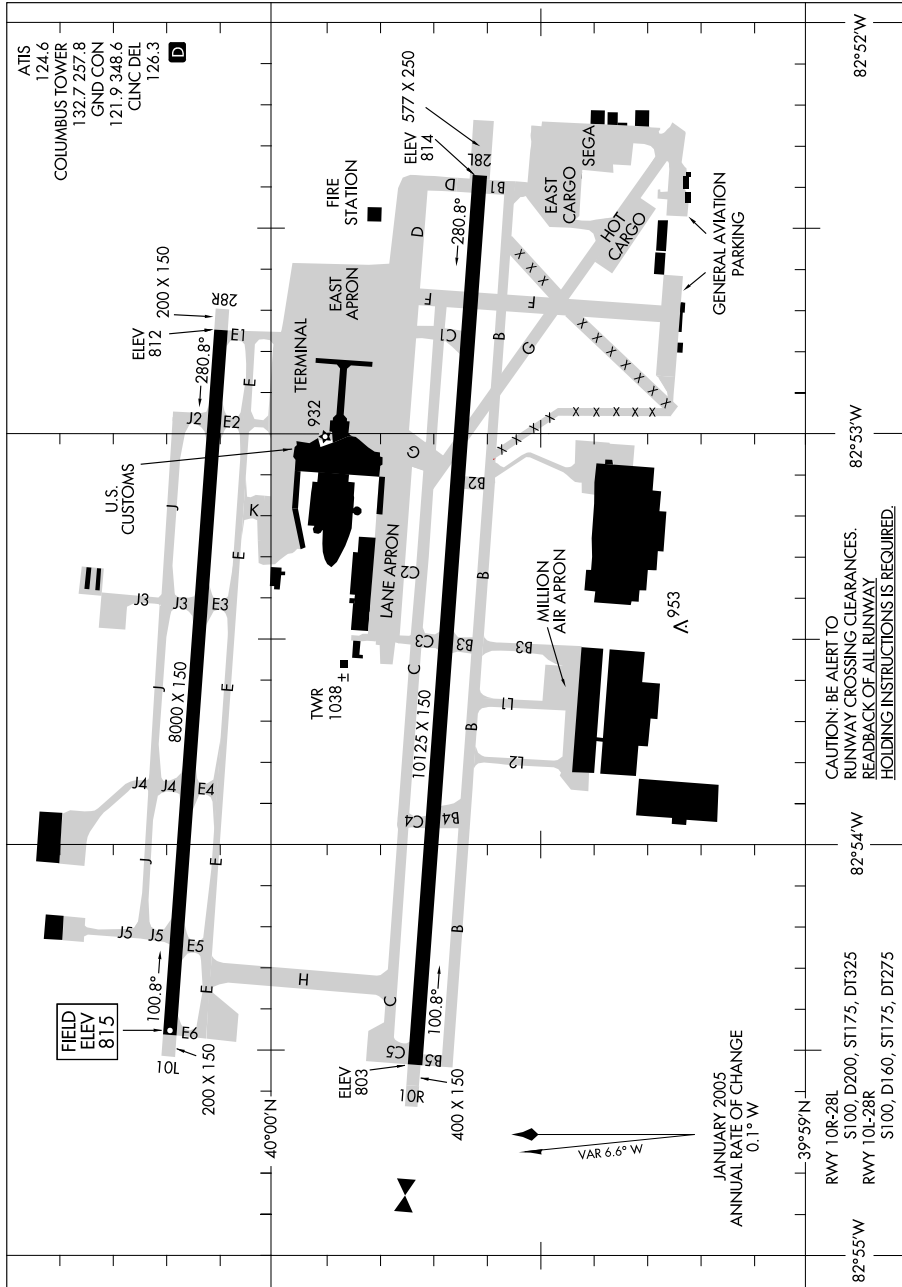
08269

COLUMBUS, OHIO  
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

09295

## AIRPORT DIAGRAM

AL-94 (FAA)

COLUMBUS/ PORT COLUMBUS INTL (CMH)  
COLUMBUS, OHIO

## AIRPORT DIAGRAM

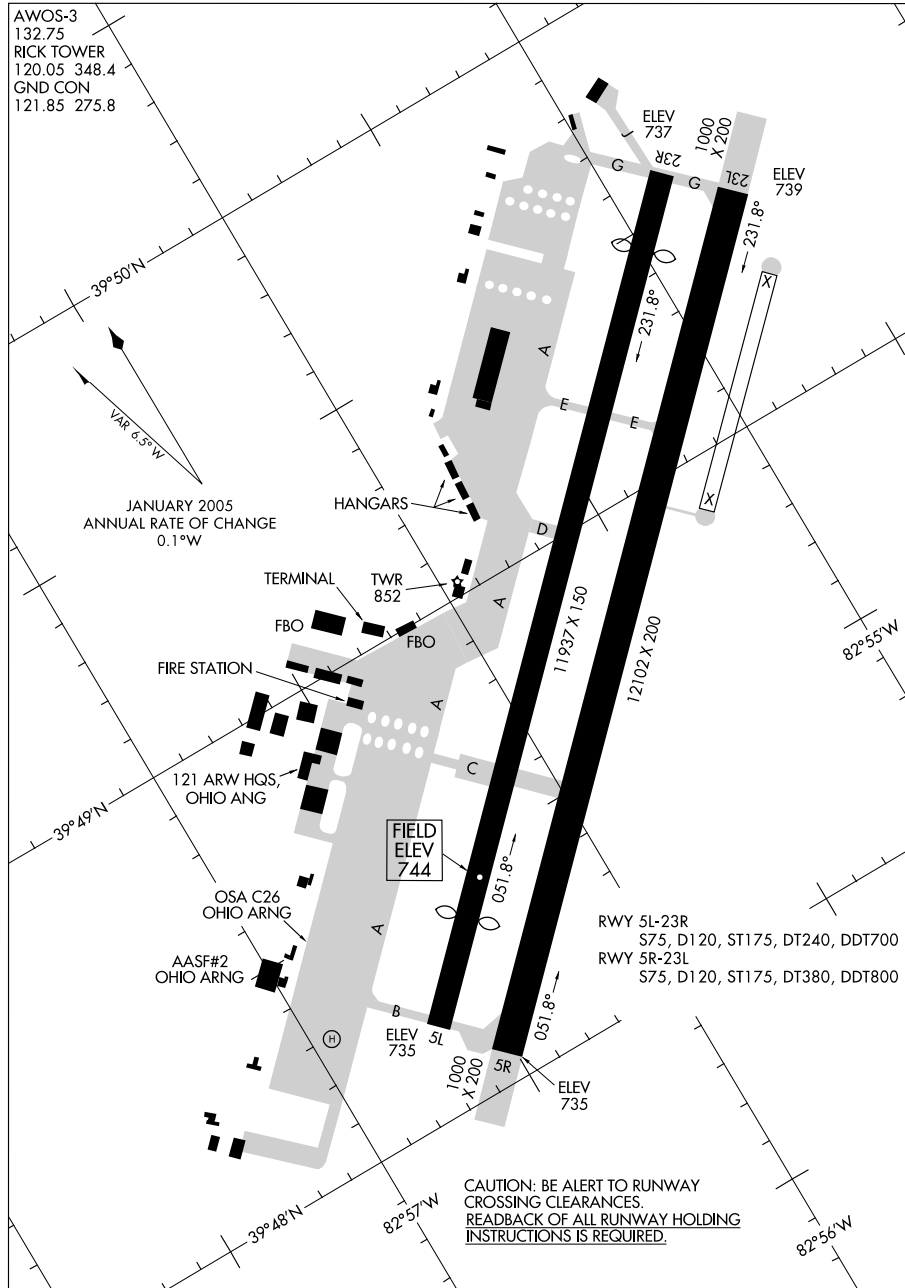
09295

COLUMBUS, OHIO  
COLUMBUS/ PORT COLUMBUS INTL (CMH)

09295

## AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/RICKENBACKER INTL (LCK)  
COLUMBUS, OHIO

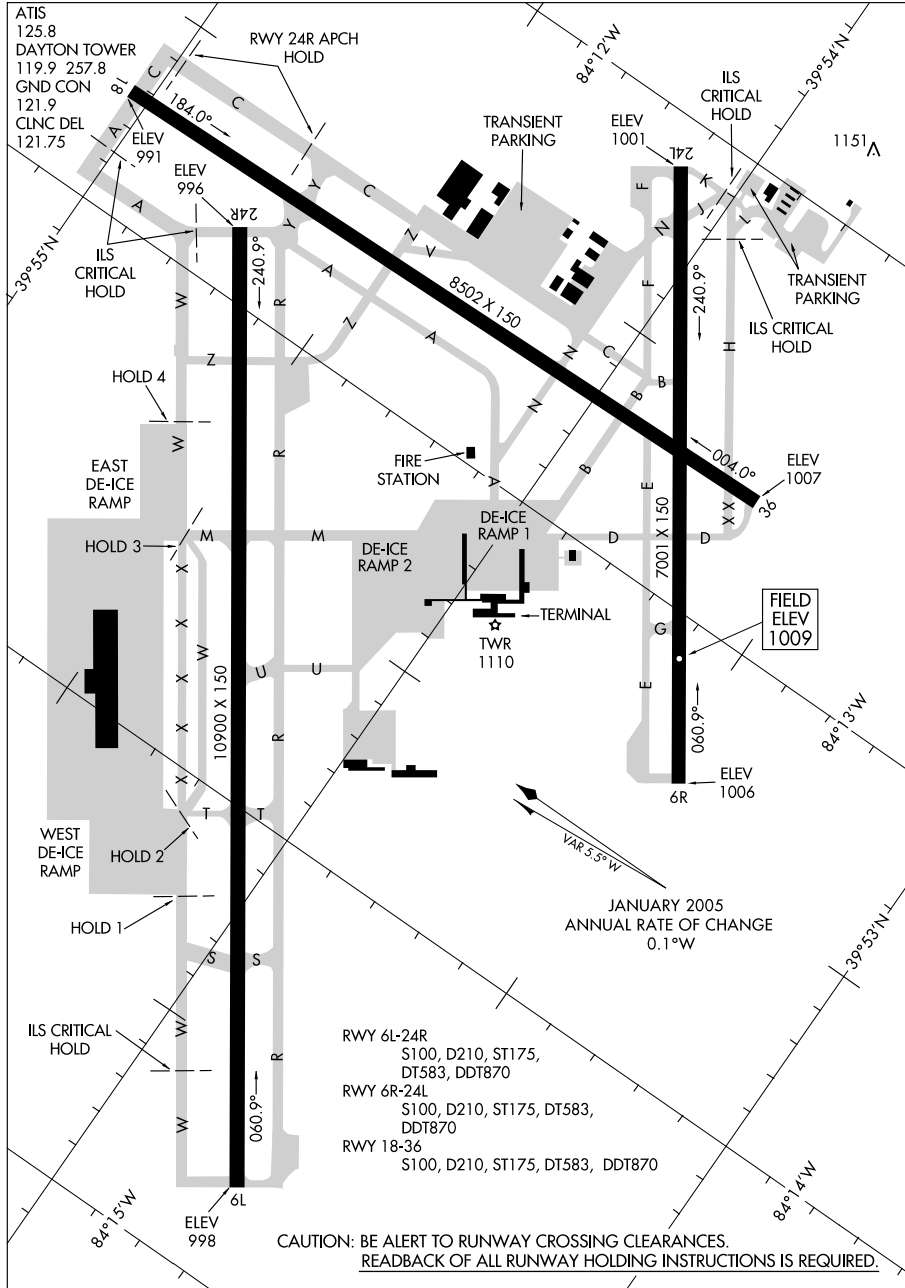
## AIRPORT DIAGRAM

09295

COLUMBUS, OHIO  
COLUMBUS/RICKENBACKER INTL (LCK)

09183

## AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)  
AL-107 (FAA) DAYTON, OHIO

## AIRPORT DIAGRAM

09183

DAYTON, OHIO  
DAYTON / JAMES M. COX-DAYTON INTL (DAY)

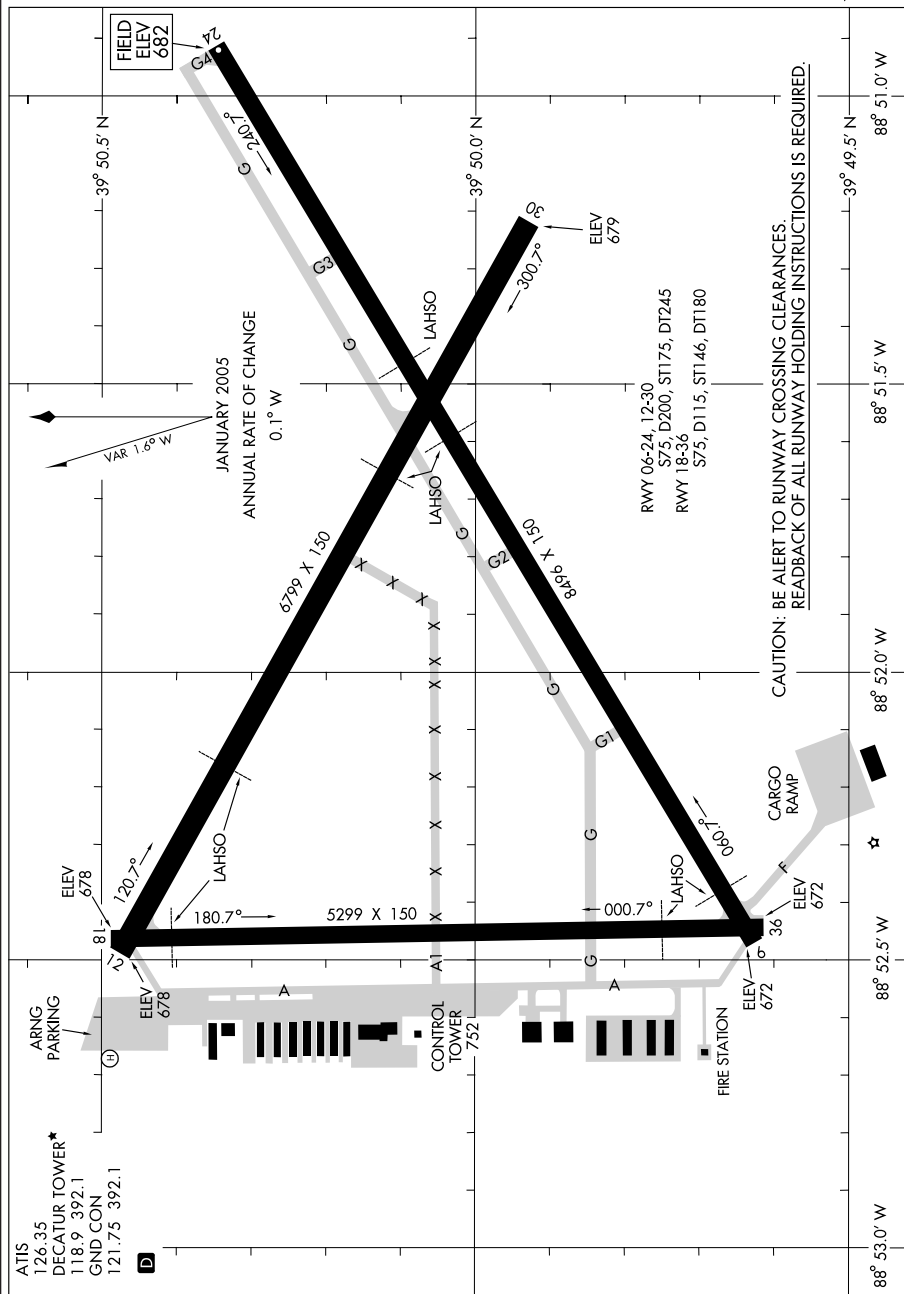
09295

## AIRPORT DIAGRAM

AL-710 (FAA)

DECATUR (DEC)

DECATUR, ILLINOIS



## AIRPORT DIAGRAM

09295

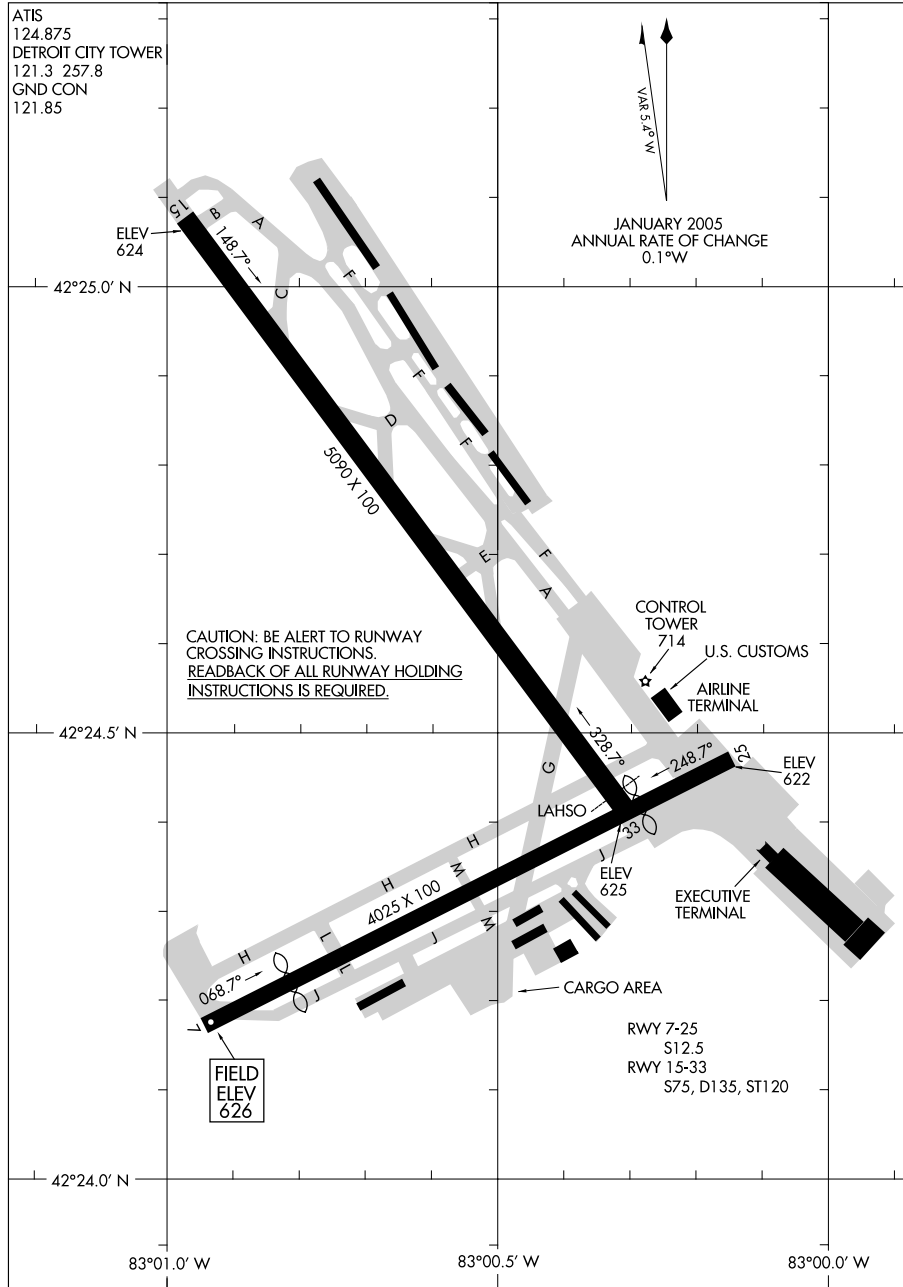
DECATUR, ILLINOIS  
DECATUR (DEC)

09015

## AIRPORT DIAGRAM

DETROIT/ COLEMAN A. YOUNG MUNI (DET)  
DETROIT, MICHIGAN

AL-118 (FAA)



## AIRPORT DIAGRAM

09015

DETROIT, MICHIGAN  
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

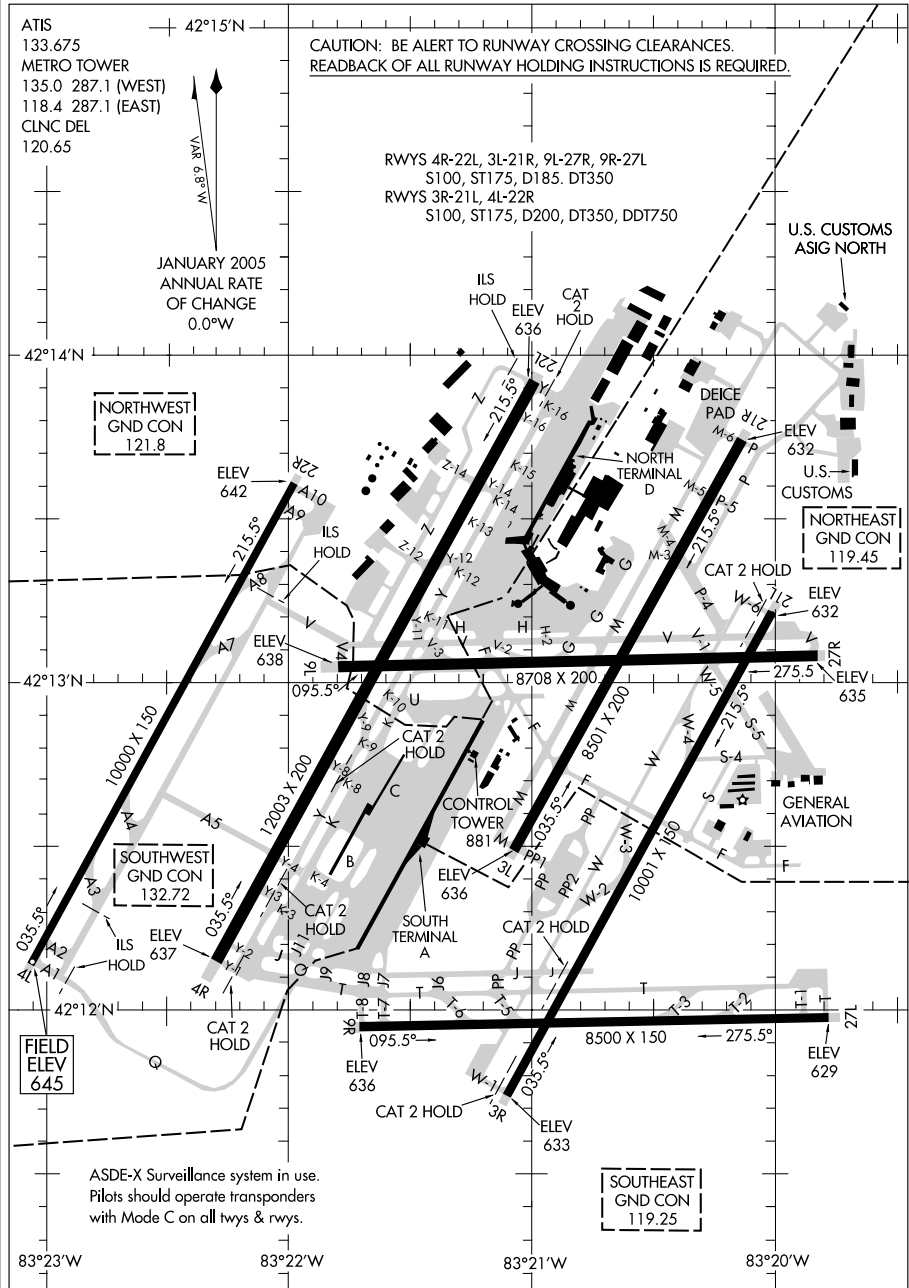
09295

# AIRPORT DIAGRAM

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN



## AIRPORT DIAGRAM

09295

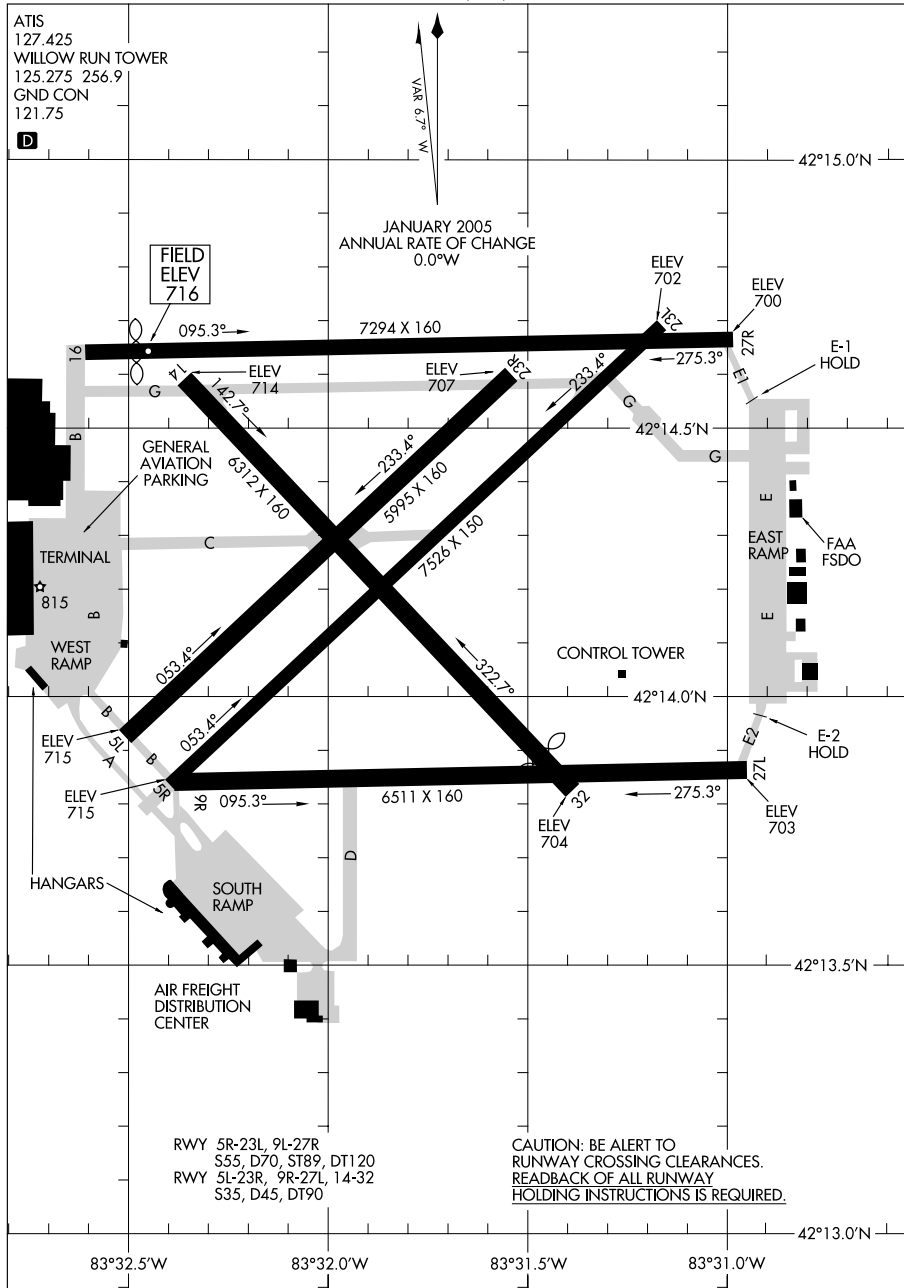
DETROIT, MICHIGAN

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

09295

# AIRPORT DIAGRAM

DETROIT/WILLOW RUN (YIP)  
DETROIT, MICHIGAN



# AIRPORT DIAGRAM

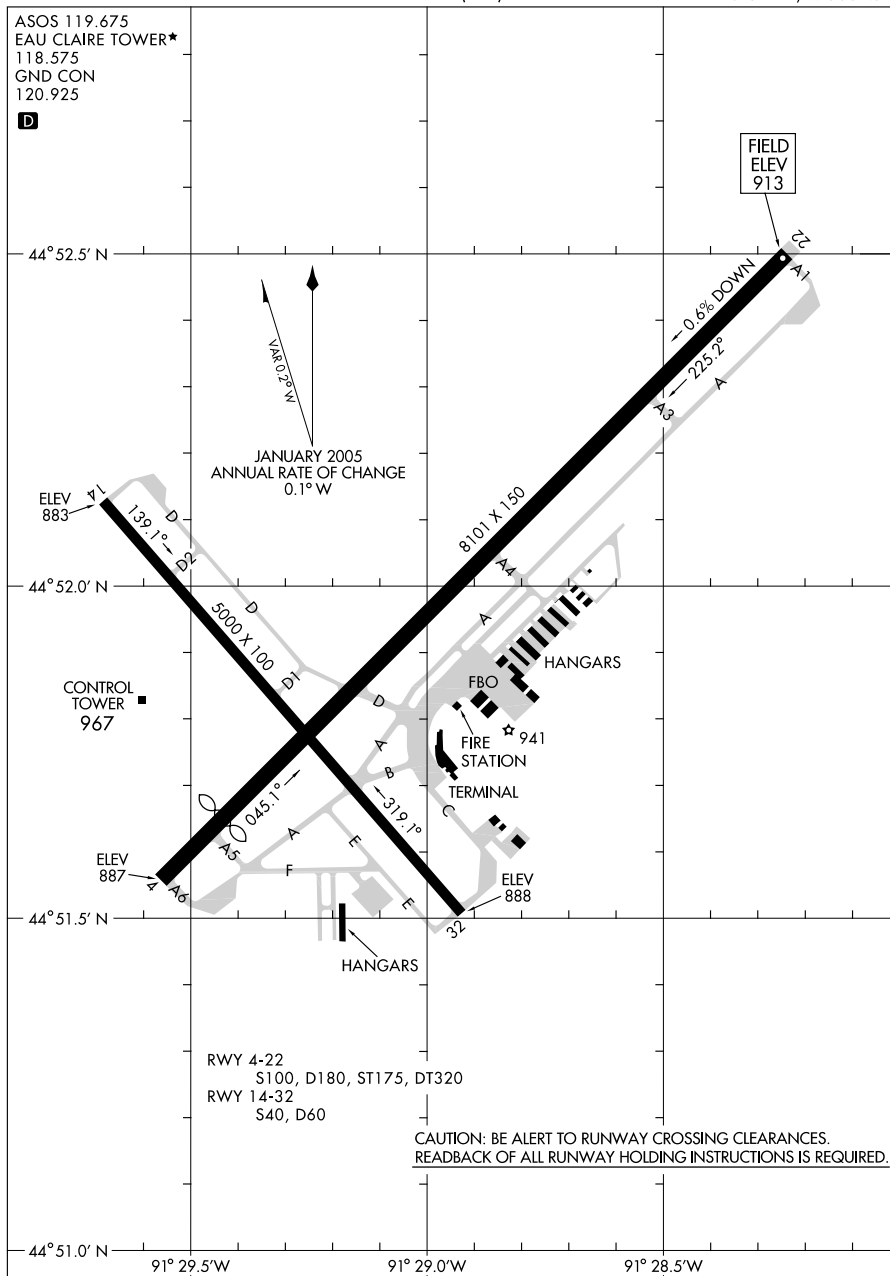
09295

DETROIT, MICHIGAN  
DETROIT/WILLOW RUN (YIP)



09071

## AIRPORT DIAGRAM

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)  
AL-937 (FAA) EAU CLAIRE, WISCONSIN

## AIRPORT DIAGRAM

09071

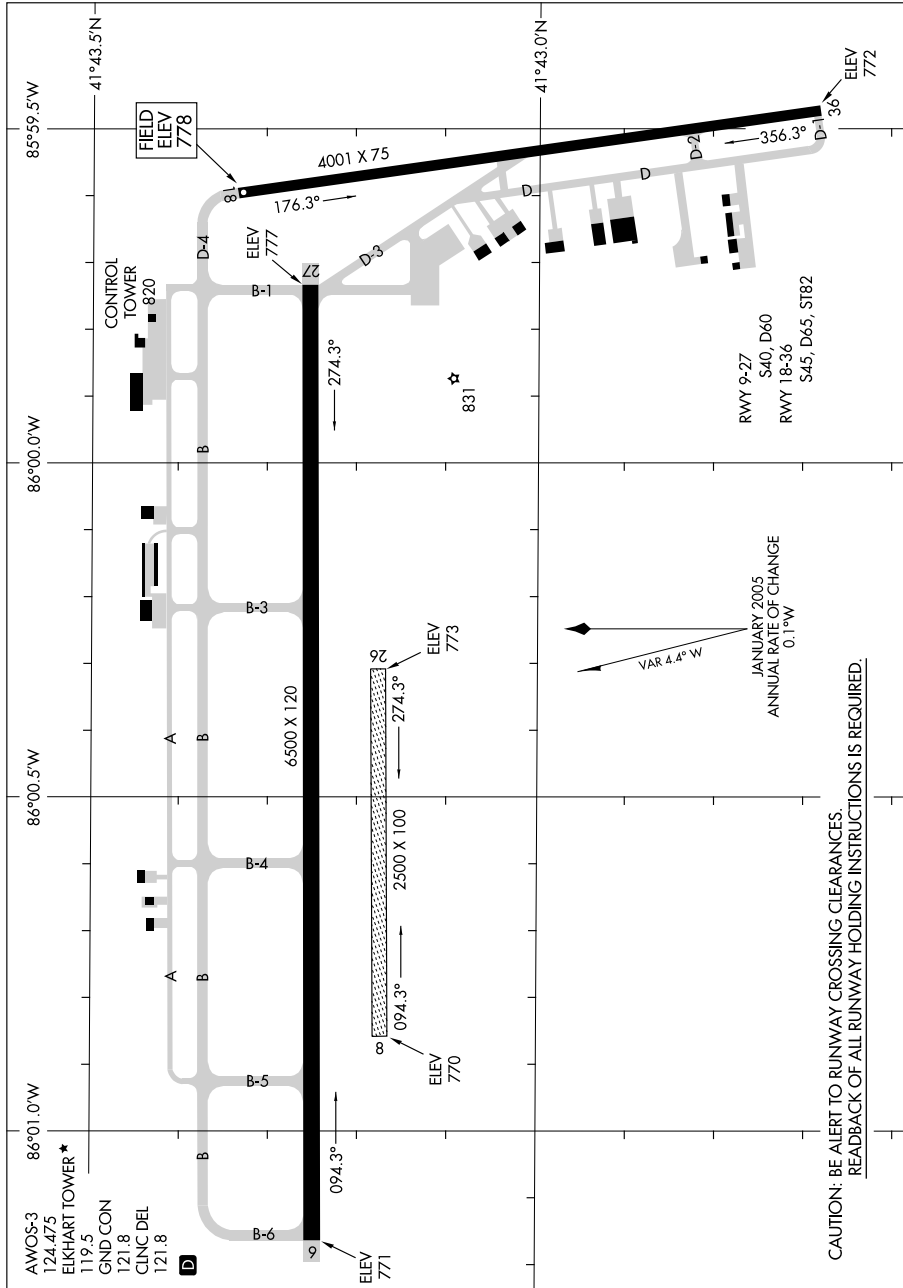
EAU CLAIRE, WISCONSIN  
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

09295

## AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)  
ELKHART, INDIANA



## AIRPORT DIAGRAM

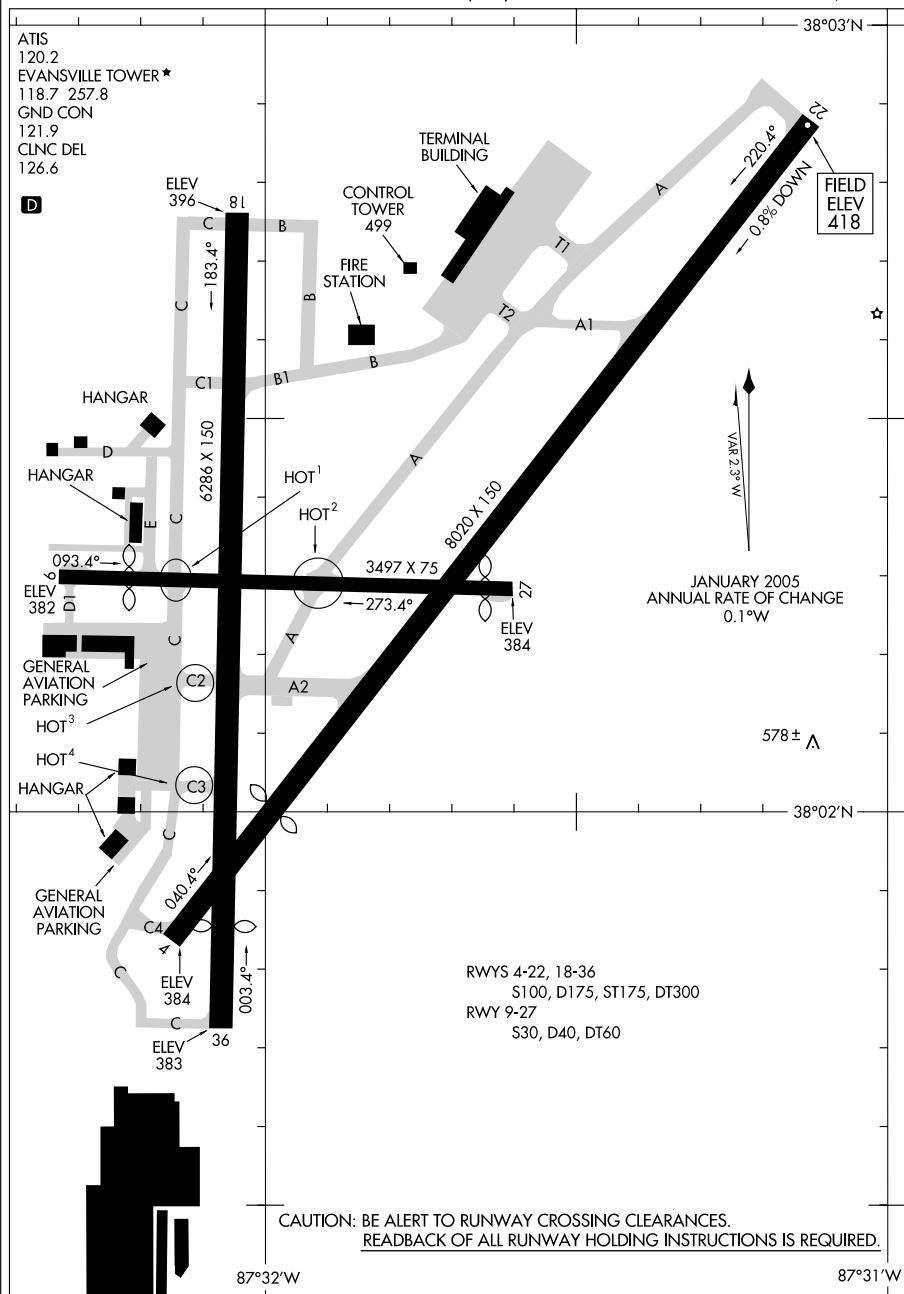
ELKHART, INDIANA  
ELKHART MUNI (EKM)

09295

09295

## AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (E.V.V.)  
EVANSVILLE, INDIANA

## AIRPORT DIAGRAM

09295

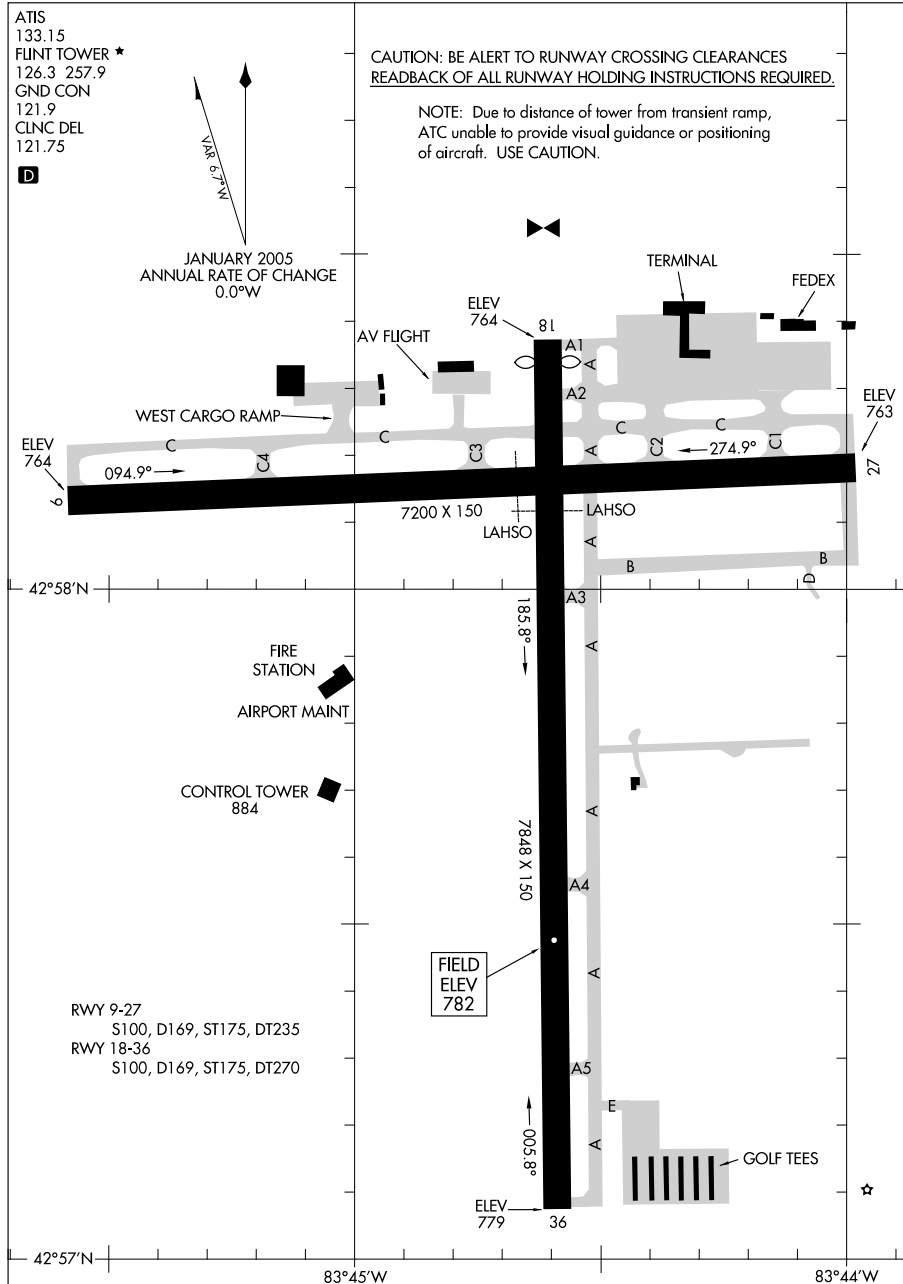
EVANSVILLE, INDIANA  
EVANSVILLE RGNL (E.V.V.)

09295

## AIRPORT DIAGRAM

FLINT / BISHOP INTL (FNT)  
FLINT, MICHIGAN

AL-618 (FAA)



## AIRPORT DIAGRAM

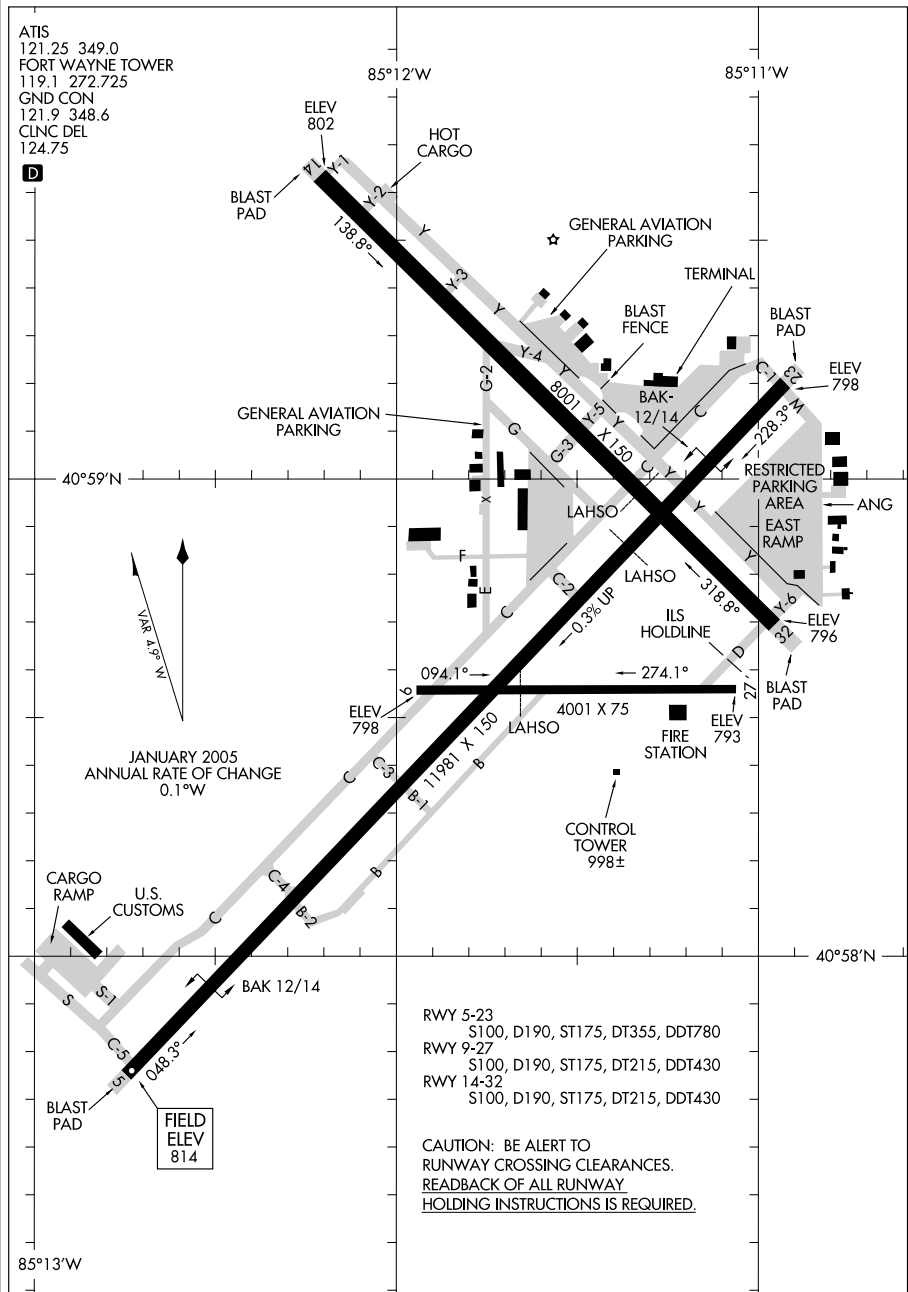
09295

FLINT, MICHIGAN  
FLINT / BISHOP INTL (FNT)

09295

## AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (F'WA)  
FORT WAYNE, INDIANA

## AIRPORT DIAGRAM

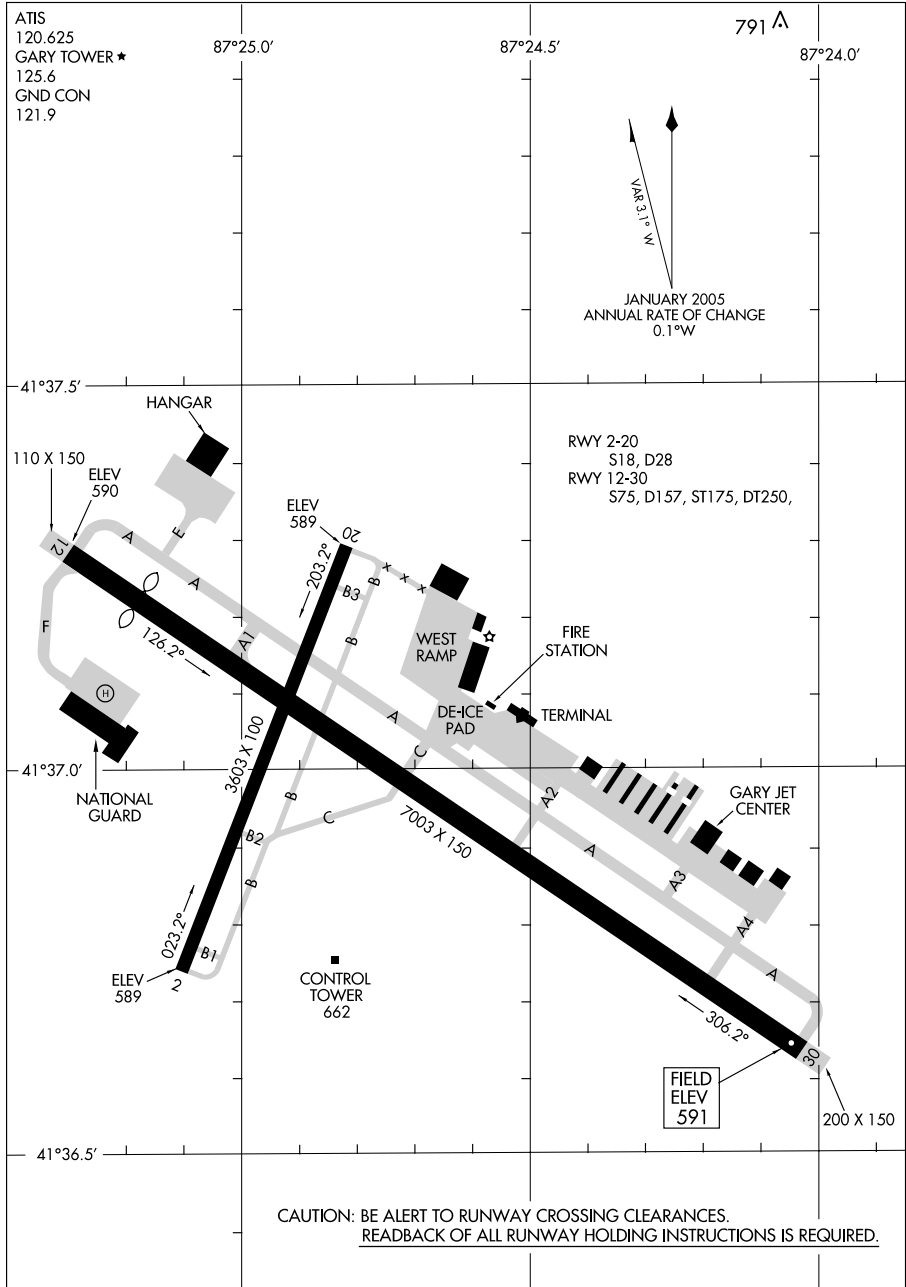
09295

FORT WAYNE, INDIANA  
FORT WAYNE INTL (F'WA)

09015

## AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)  
GARY, INDIANA

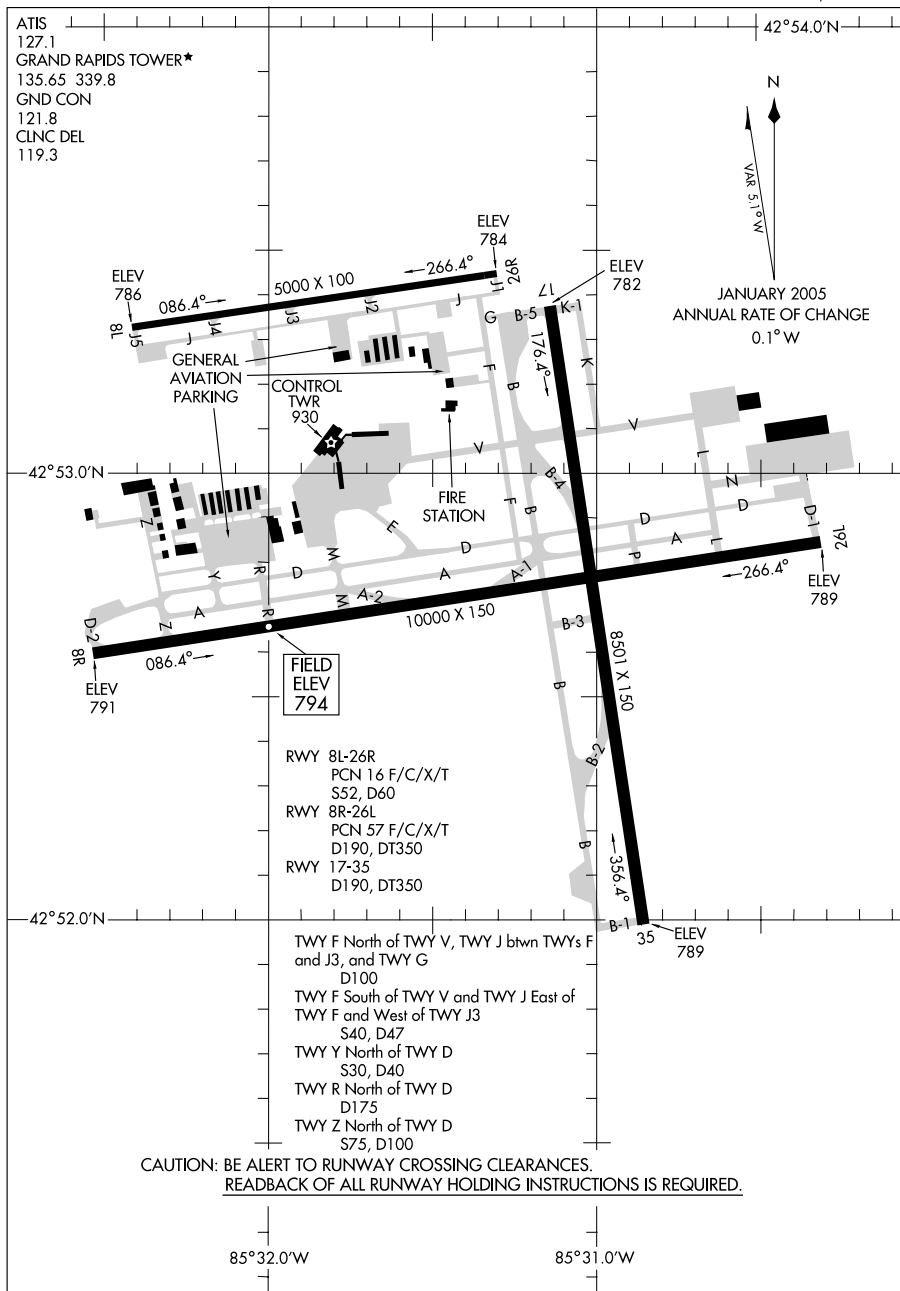
## AIRPORT DIAGRAM

09015

GARY, INDIANA  
GARY/CHICAGO INTL (GYY)

09183

## AIRPORT DIAGRAM

 GRAND RAPIDS / GERALD R. FORD INTL (GRR)  
 AL-5184 (FAA) GRAND RAPIDS, MICHIGAN


## AIRPORT DIAGRAM

09183

 GRAND RAPIDS, MICHIGAN  
 GRAND RAPIDS / GERALD R. FORD INTL (GRR)

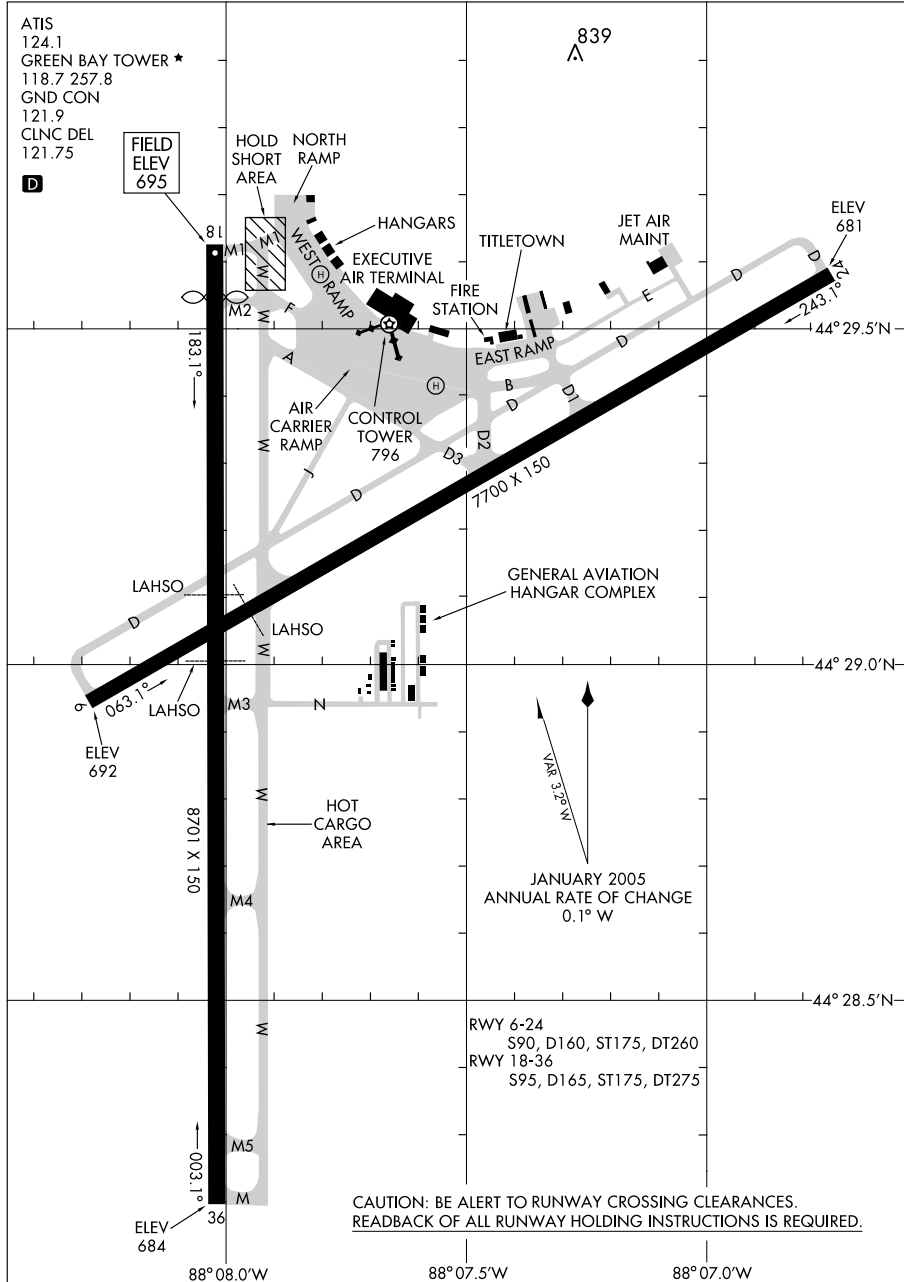
09183

# AIRPORT DIAGRAM

AL-873 (FAA)

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

GREEN BAY, WISCONSIN



# AIRPORT DIAGRAM

09183

GREEN BAY, WISCONSIN  
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)



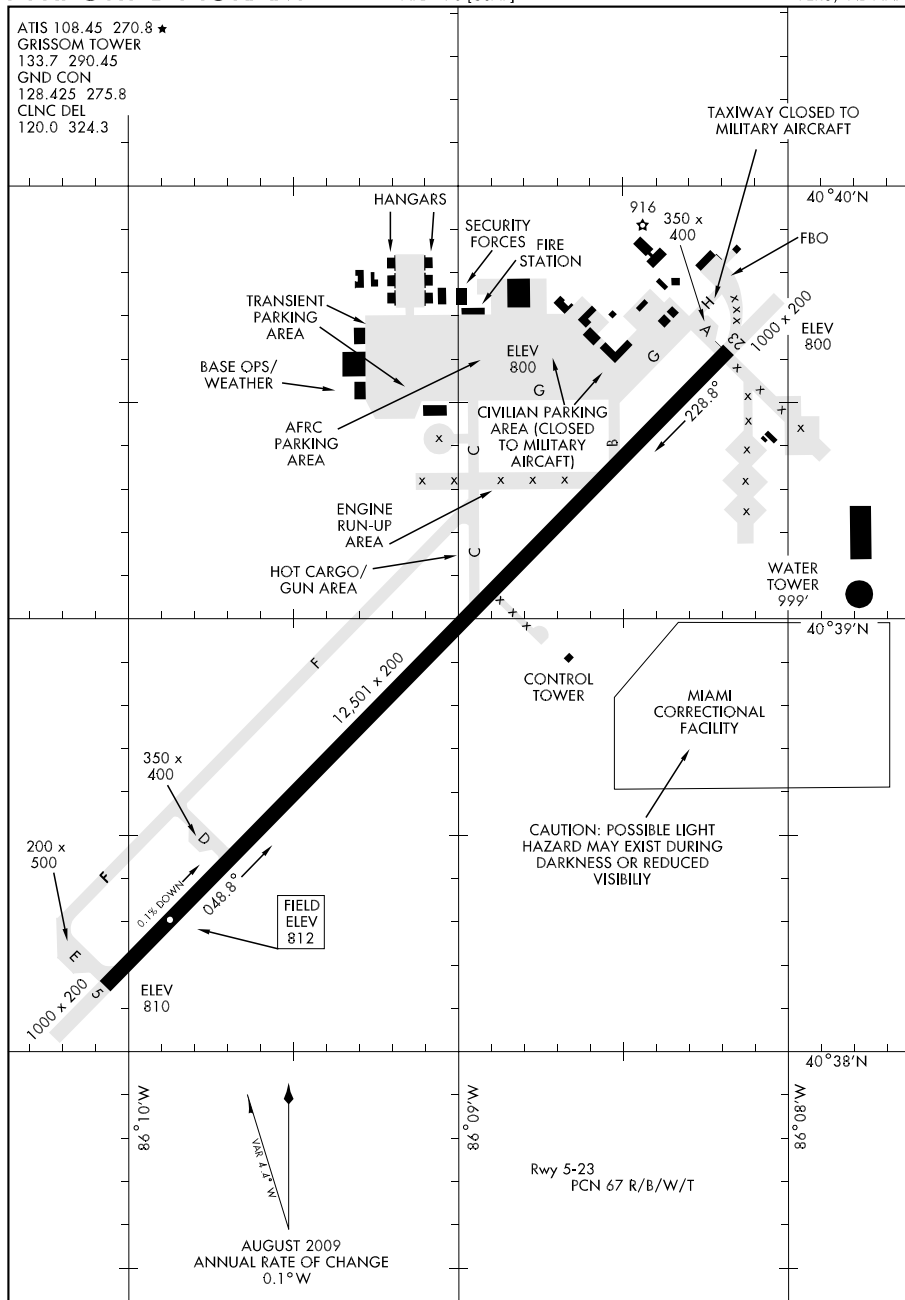
09239

## AIRPORT DIAGRAM

AFD-470 [USAF]

GRISSOM ARB (KGUS)

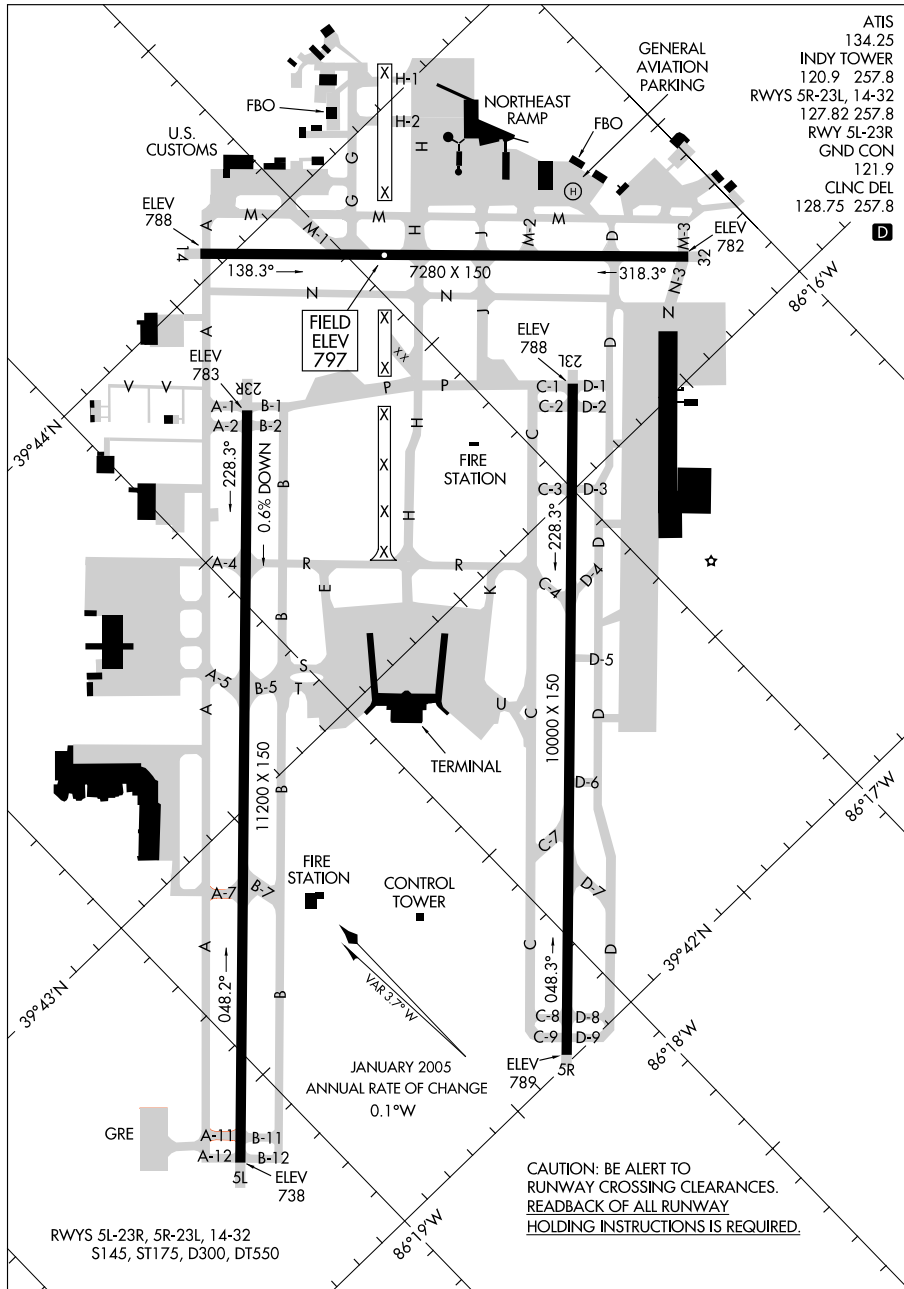
PERU, INDIANA


 PERU, INDIANA  
 GRISSOM ARB (KGUS)

09295

## AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

## AIRPORT DIAGRAM

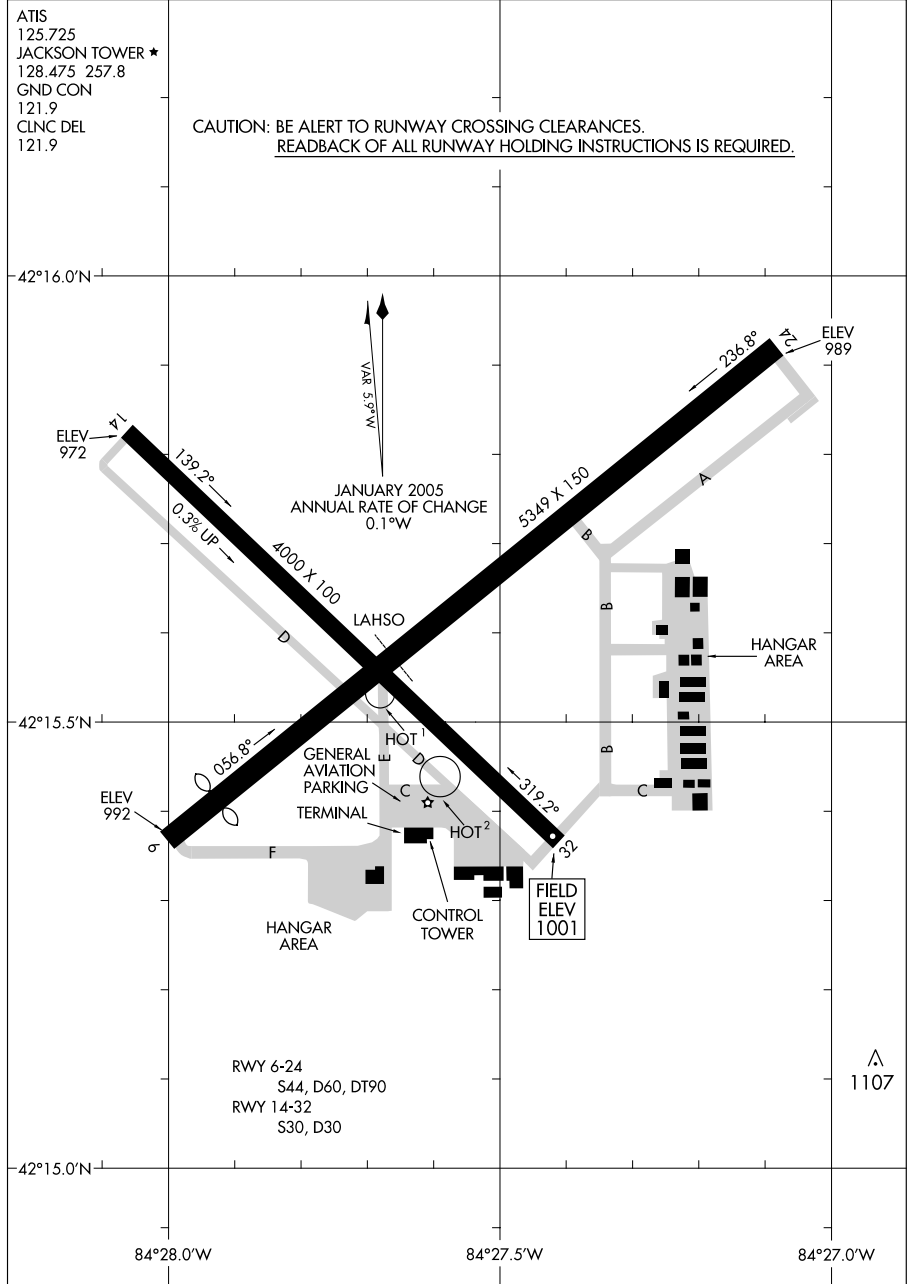
09295

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

09295

## AIRPORT DIAGRAM

AL-861 (FAA)

JACKSON COUNTY-REYNOLDS FIELD (JXXN)  
JACKSON, MICHIGAN

## AIRPORT DIAGRAM

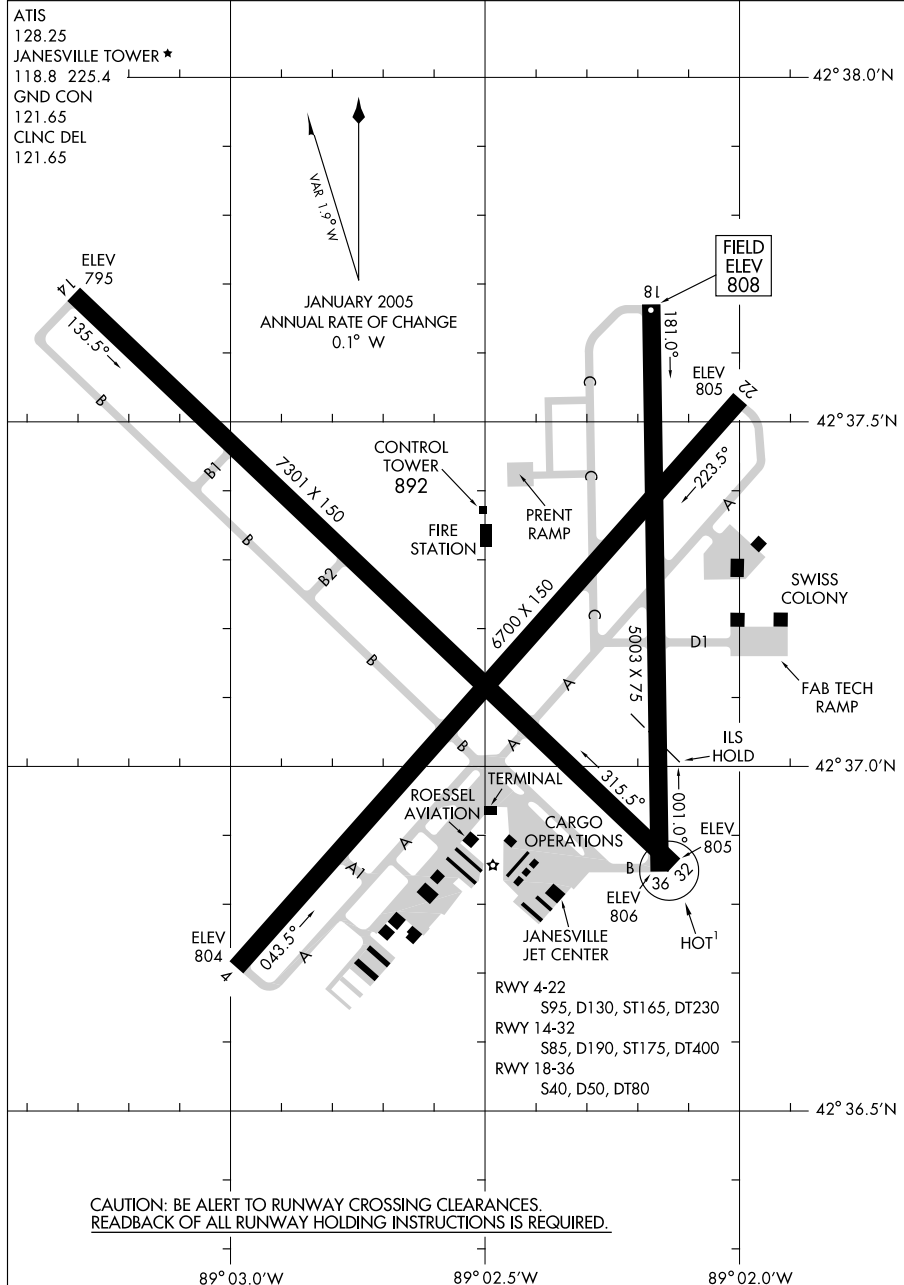
09295

JACKSON, MICHIGAN  
JACKSON COUNTY-REYNOLDS FIELD (JXXN)

09071

## AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)  
AL-938 (FAA) JANESVILLE, WISCONSIN



## AIRPORT DIAGRAM

09071

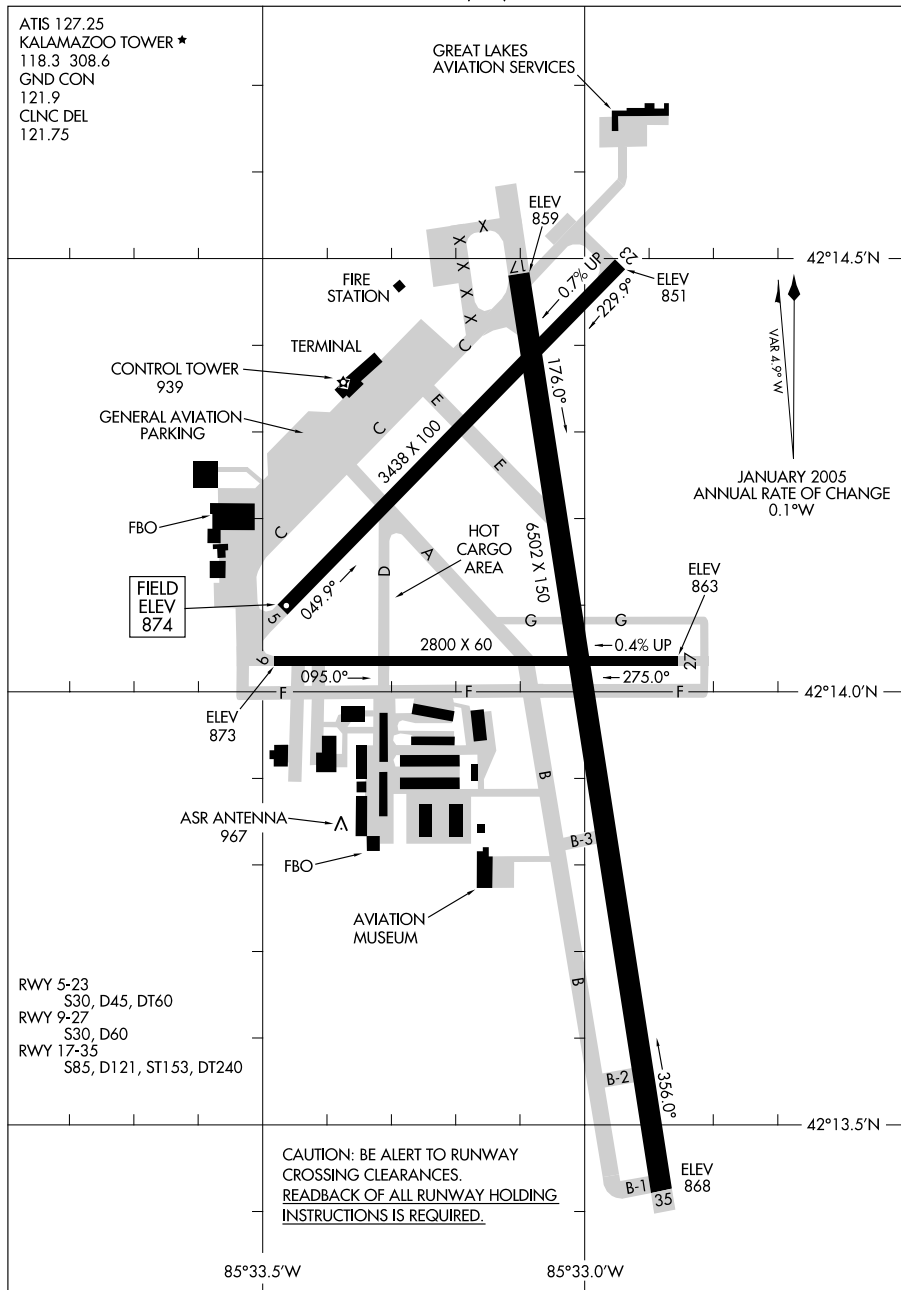
JANESVILLE, WISCONSIN  
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

08325

## AIRPORT DIAGRAM

KALAMAZOO/ BATTLE CREEK INTL (AZO)  
KALAMAZOO, MICHIGAN

AL-717 (FAA)



## AIRPORT DIAGRAM

08325

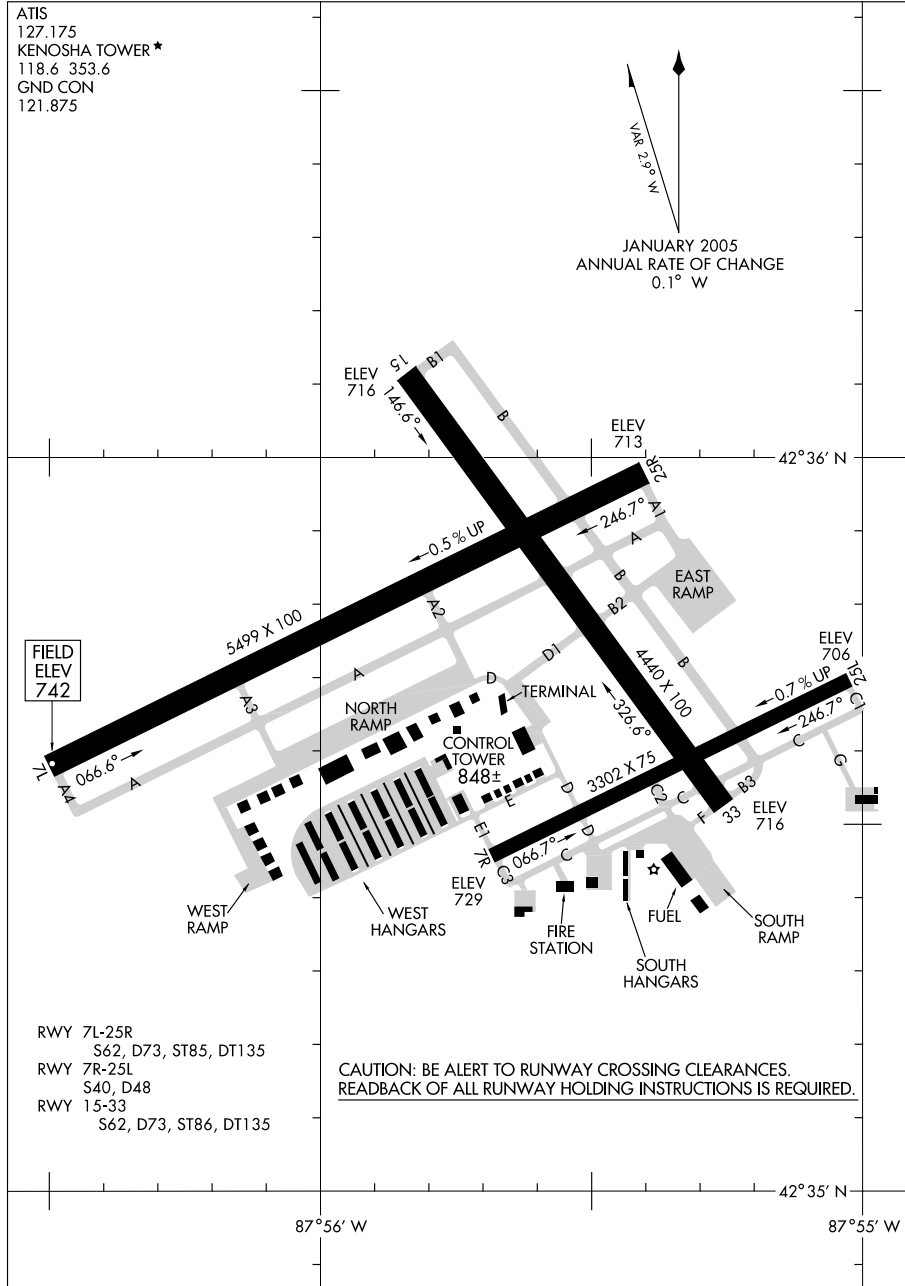
KALAMAZOO, MICHIGAN  
KALAMAZOO/ BATTLE CREEK INTL (AZO)

09239

# AIRPORT DIAGRAM

AL-5449 (FAA)

KENOSHA RGNL (E,N,W)  
KENOSHA, WISCONSIN



# AIRPORT DIAGRAM

09239

KENOSHA, WISCONSIN  
KENOSHA RGNL (E,N,W)

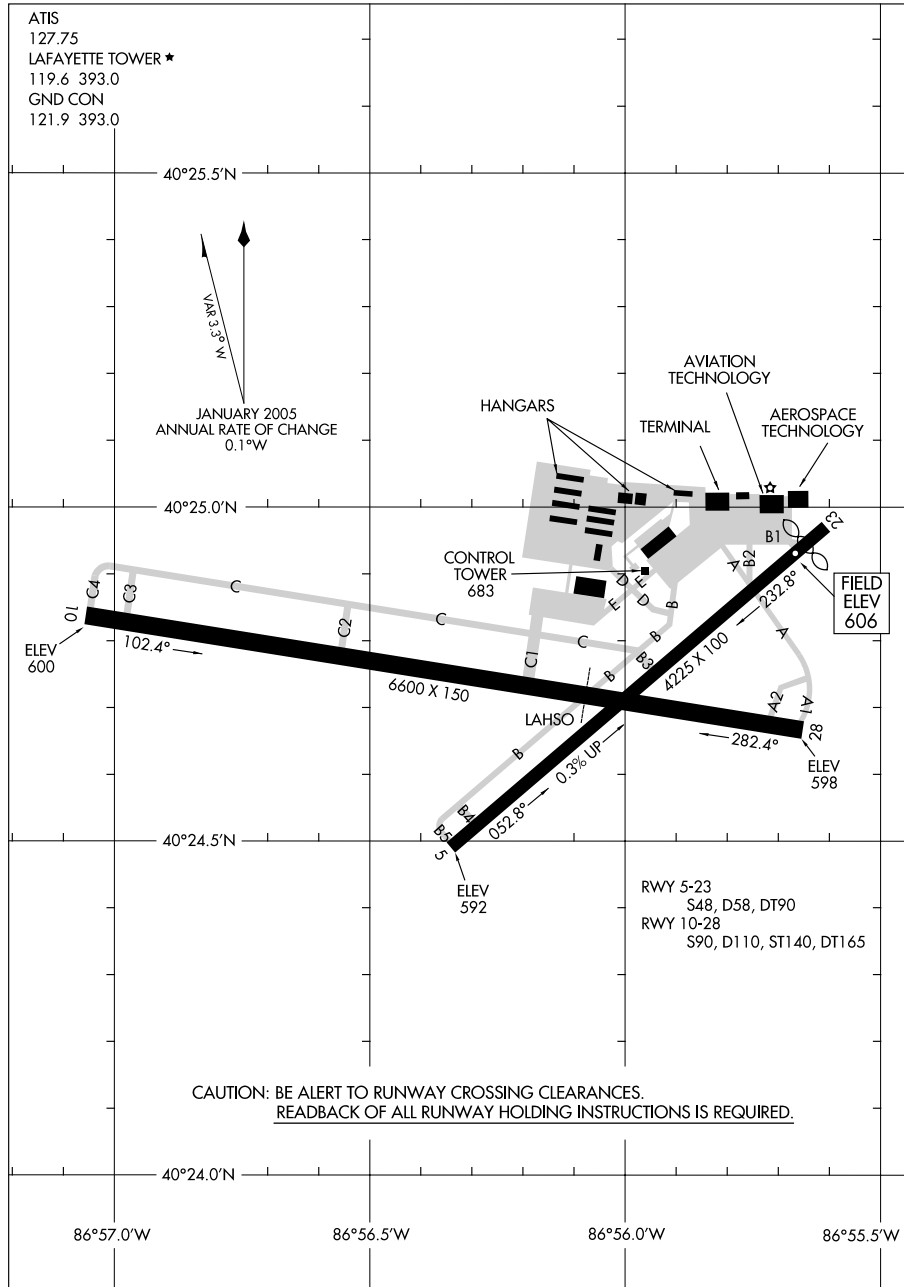


09071

## AIRPORT DIAGRAM

AL-220 (FAA)

LAFAYETTE/ PURDUE UNIVERSITY (LAF)  
LAFAYETTE, INDIANA



## AIRPORT DIAGRAM

09071

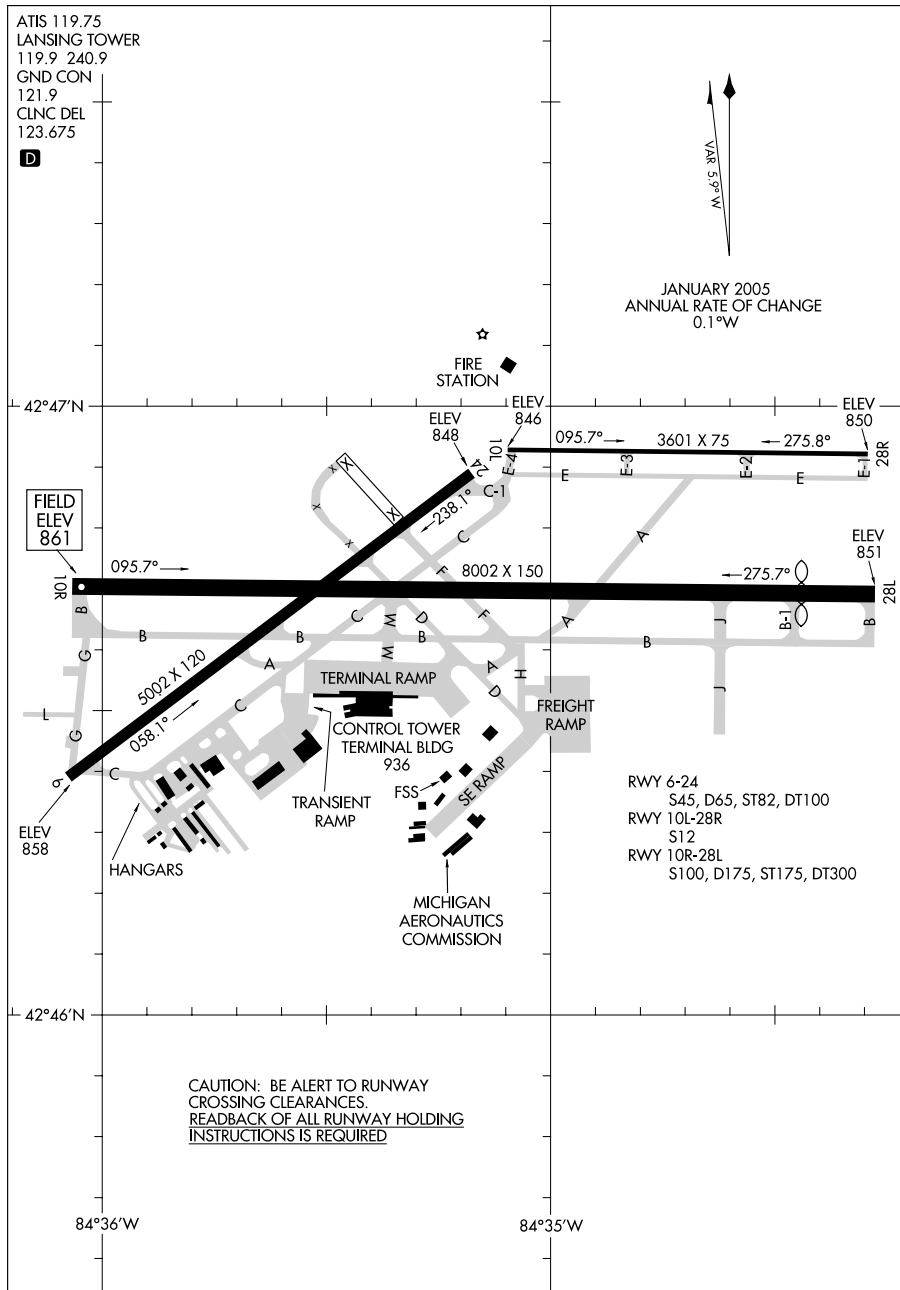
LAFAYETTE, INDIANA  
LAFAYETTE/ PURDUE UNIVERSITY (LAF)



08325

## AIRPORT DIAGRAM

AL-224 (FAA)

LANSING/ CAPITAL CITY (L.A.N)  
LANSING, MICHIGAN

## AIRPORT DIAGRAM

08325

LANSING, MICHIGAN  
LANSING/ CAPITAL CITY (L.A.N)

09295

## AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)  
AL-245 (FAA) MADISON, WISCONSIN

ATIS

124.65 278.3

MADISON TOWER\*

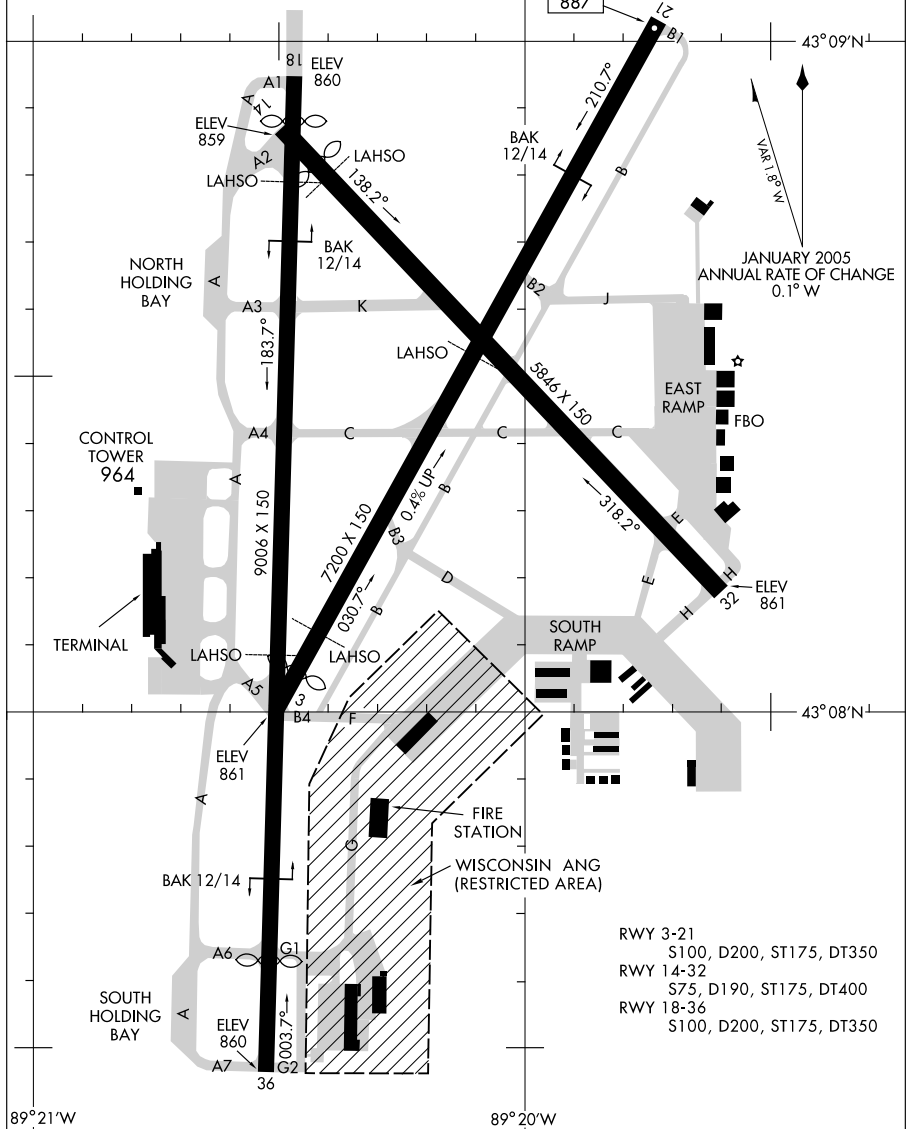
119.3 257.8

GND CON

121.9 348.6

CLNC DEL

121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

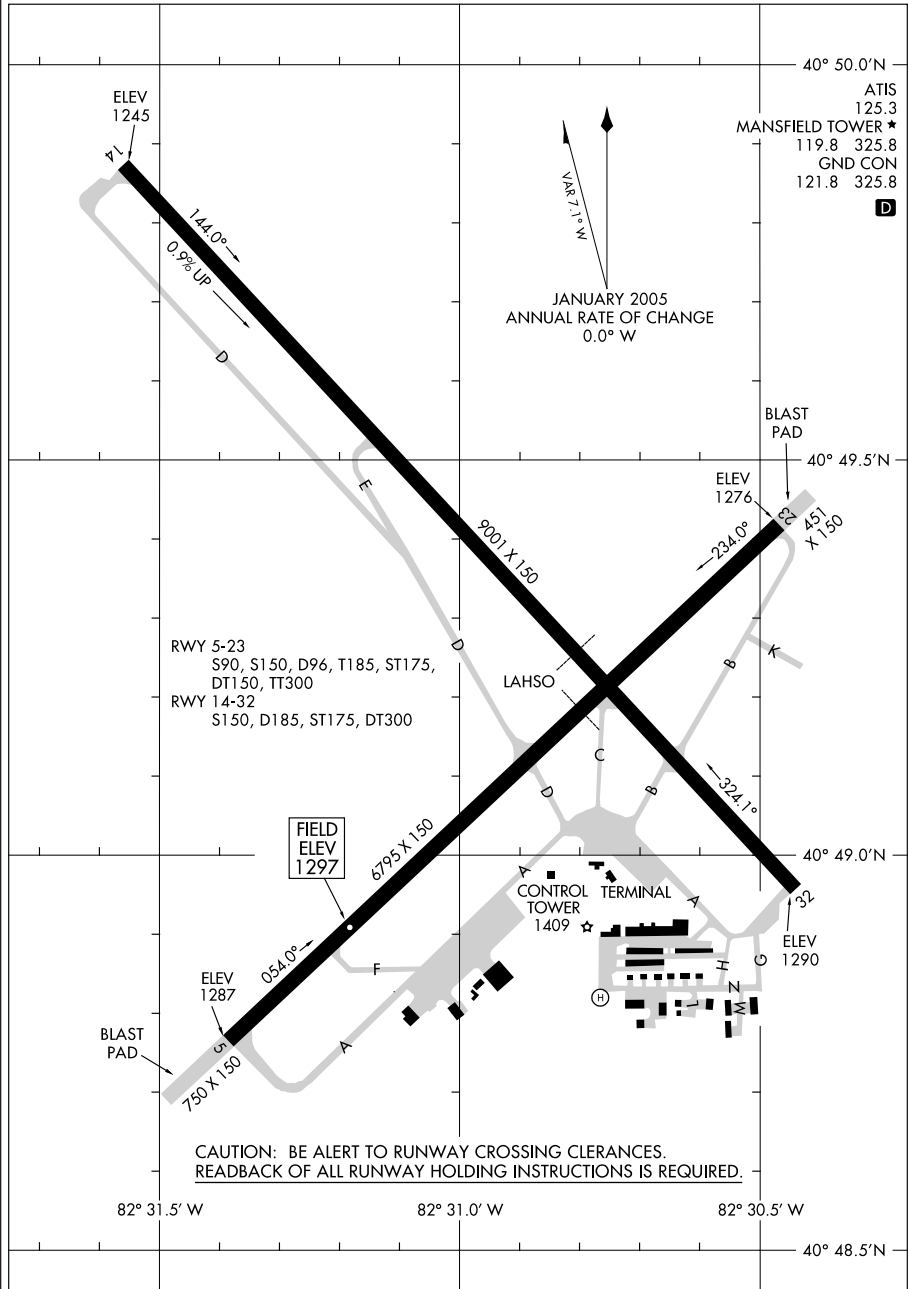
09295

MADISON, WISCONSIN  
MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)

09295

## AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MFD)  
MANSFIELD, OHIO

## AIRPORT DIAGRAM

09295

MANSFIELD, OHIO  
MANSFIELD LAHM RGNL (MFD)

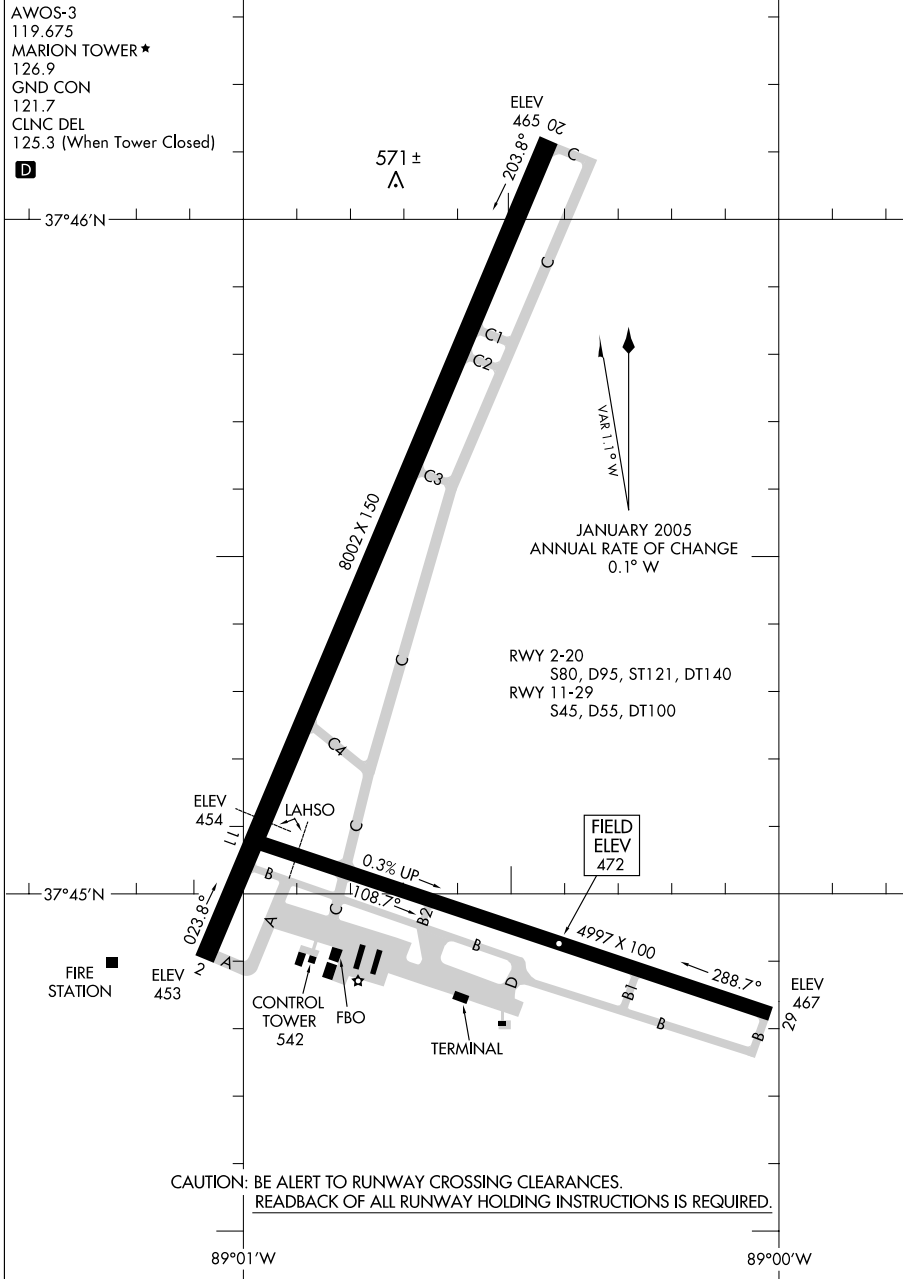
09295

## AIRPORT DIAGRAM

AL-5215 (FAA)

MARION / WILLIAMSON COUNTY RGNL (MWA)

MARION, ILLINOIS



## AIRPORT DIAGRAM

09295

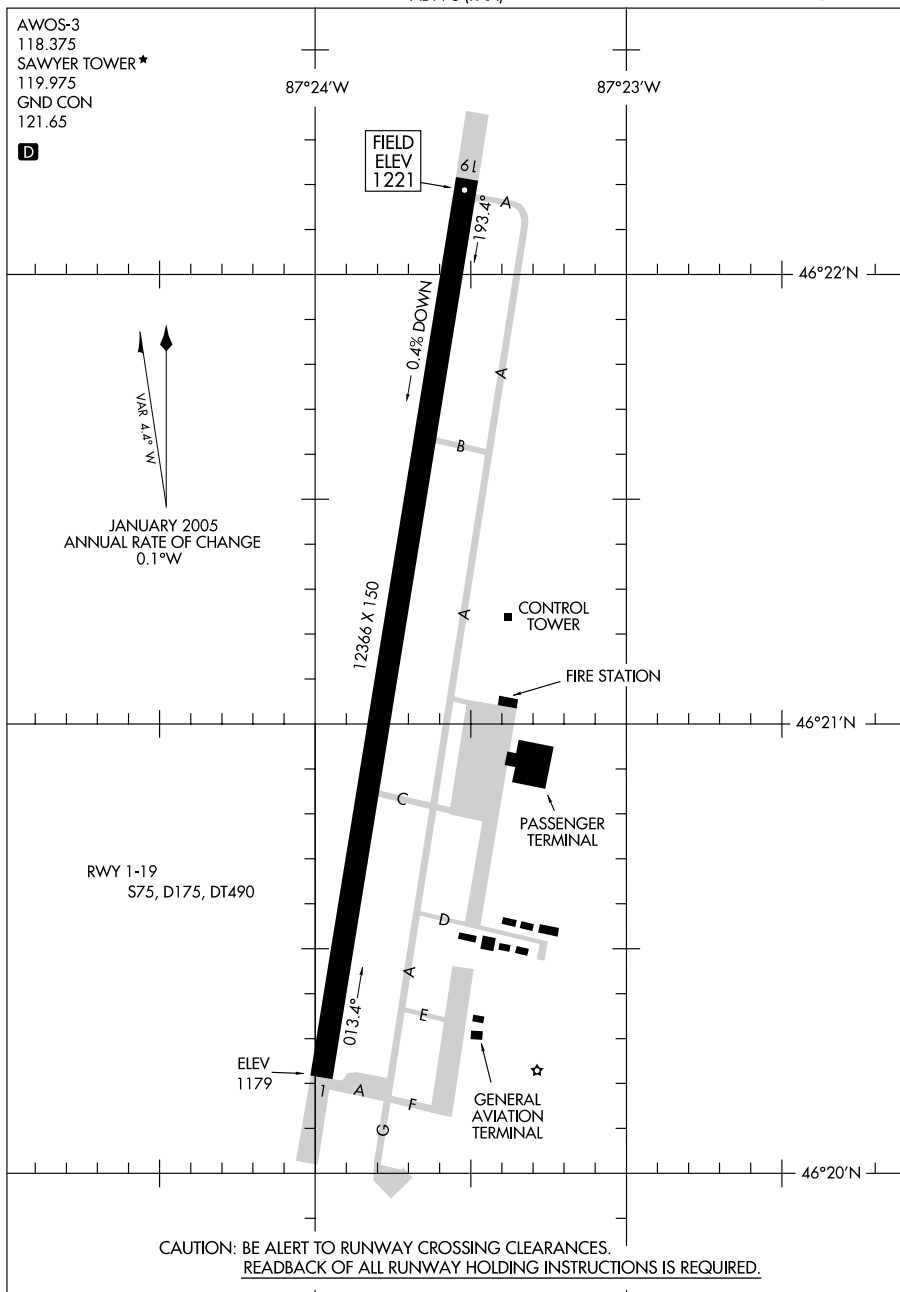
MARION, ILLINOIS

MARION / WILLIAMSON COUNTY RGNL (MWA)

09295

## AIRPORT DIAGRAM

AL-773 (FAA)

MARQUETTE/ SAWYER INTL (SAW)  
MARQUETTE, MICHIGAN

## AIRPORT DIAGRAM

09295

MARQUETTE, MICHIGAN  
MARQUETTE/ SAWYER INTL (SAW)

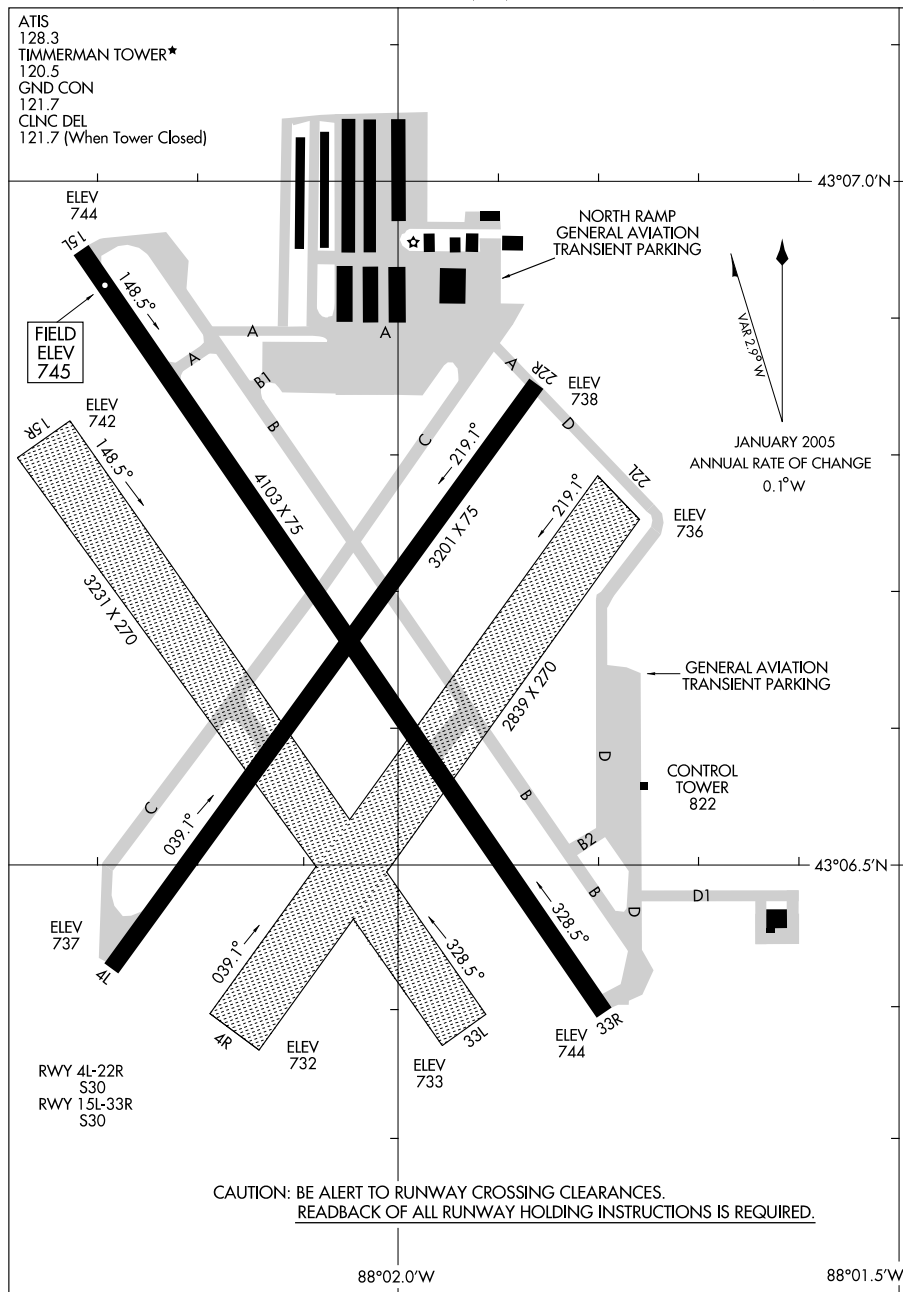


09295

## AIRPORT DIAGRAM

MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)  
AL-5077 (FAA) MILWAUKEE, WISCONSIN

ATIS  
128.3  
TIMMERMAN TOWER★  
120.5  
GND CON  
121.7  
CLNC DEL  
121.7 (When Tower Closed)



## AIRPORT DIAGRAM

09295

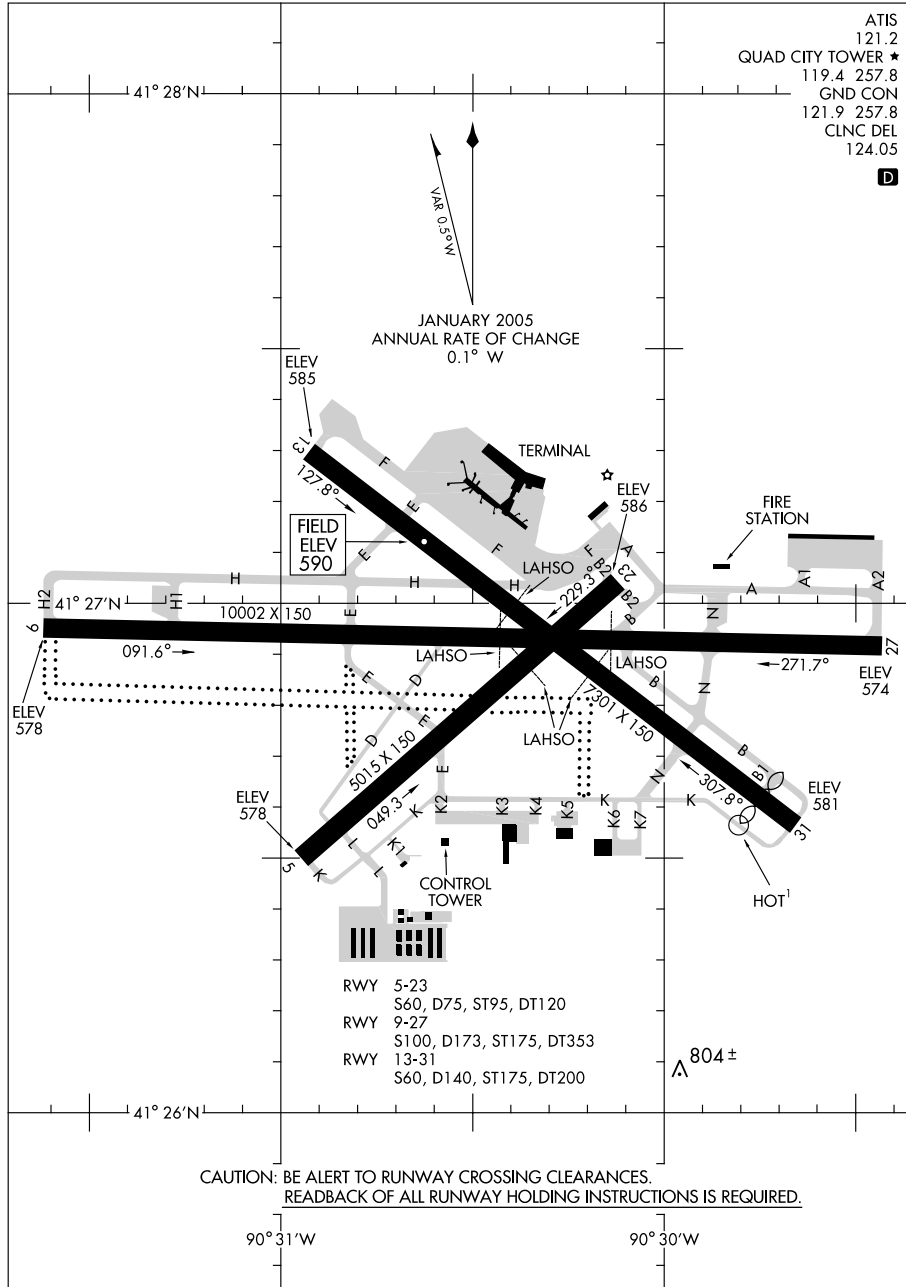
MILWAUKEE, WISCONSIN  
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

09295

# AIRPORT DIAGRAM

AL-269 (FAA)

MOLINE/QUAD CITY INTL (MLI)  
MOLINE, ILLINOIS



# AIRPORT DIAGRAM

09295

MOLINE, ILLINOIS  
MOLINE/QUAD CITY INTL (MLI)



09295

## AIRPORT DIAGRAM

MOSINEE/CENTRAL WISCONSIN (CWA)  
MOSINEE, WISCONSIN

AL-5674 (FAA)

ATIS

127.45

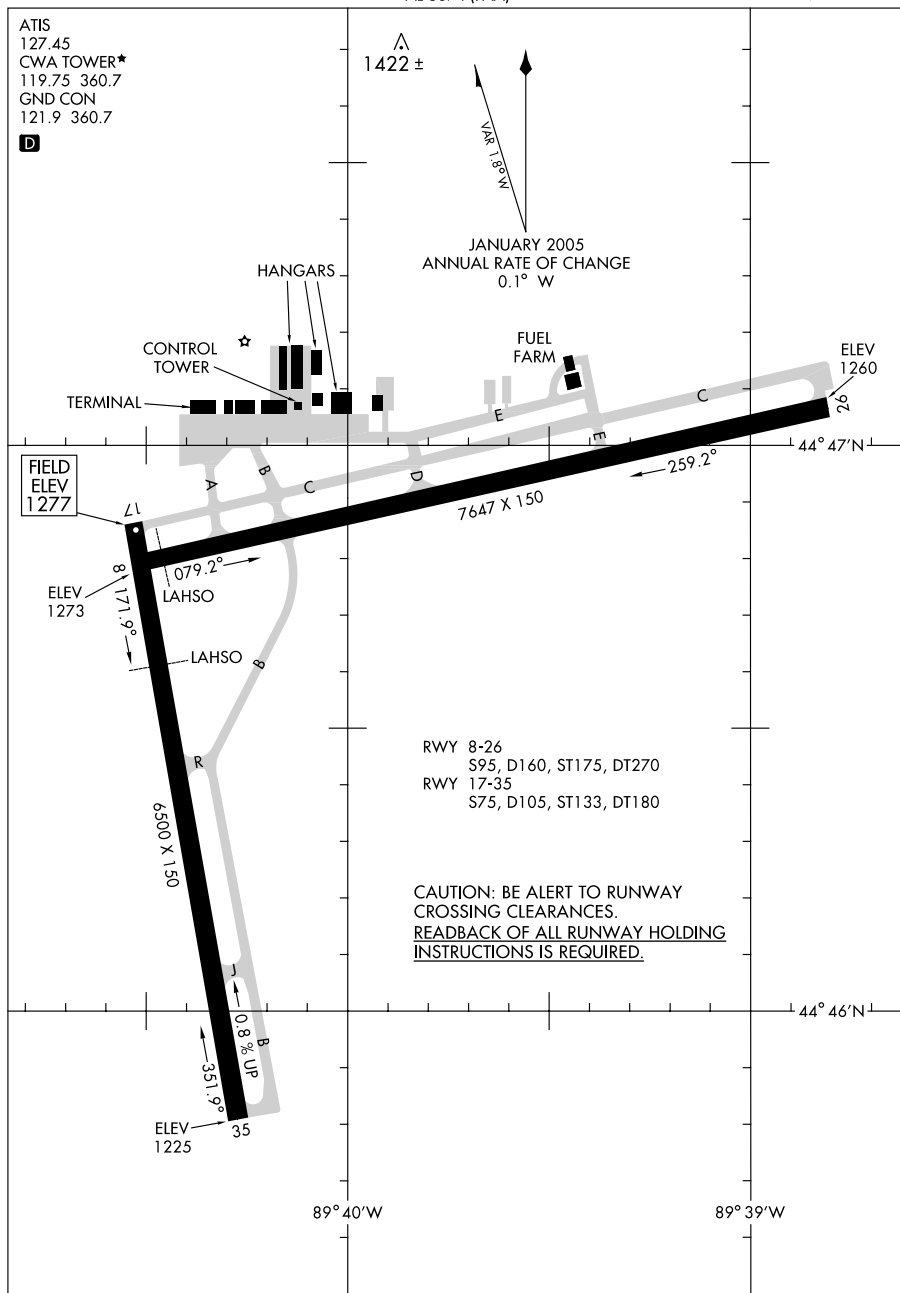
CWA TOWER\*

119.75 360.7

GND CON

121.9 360.7

D



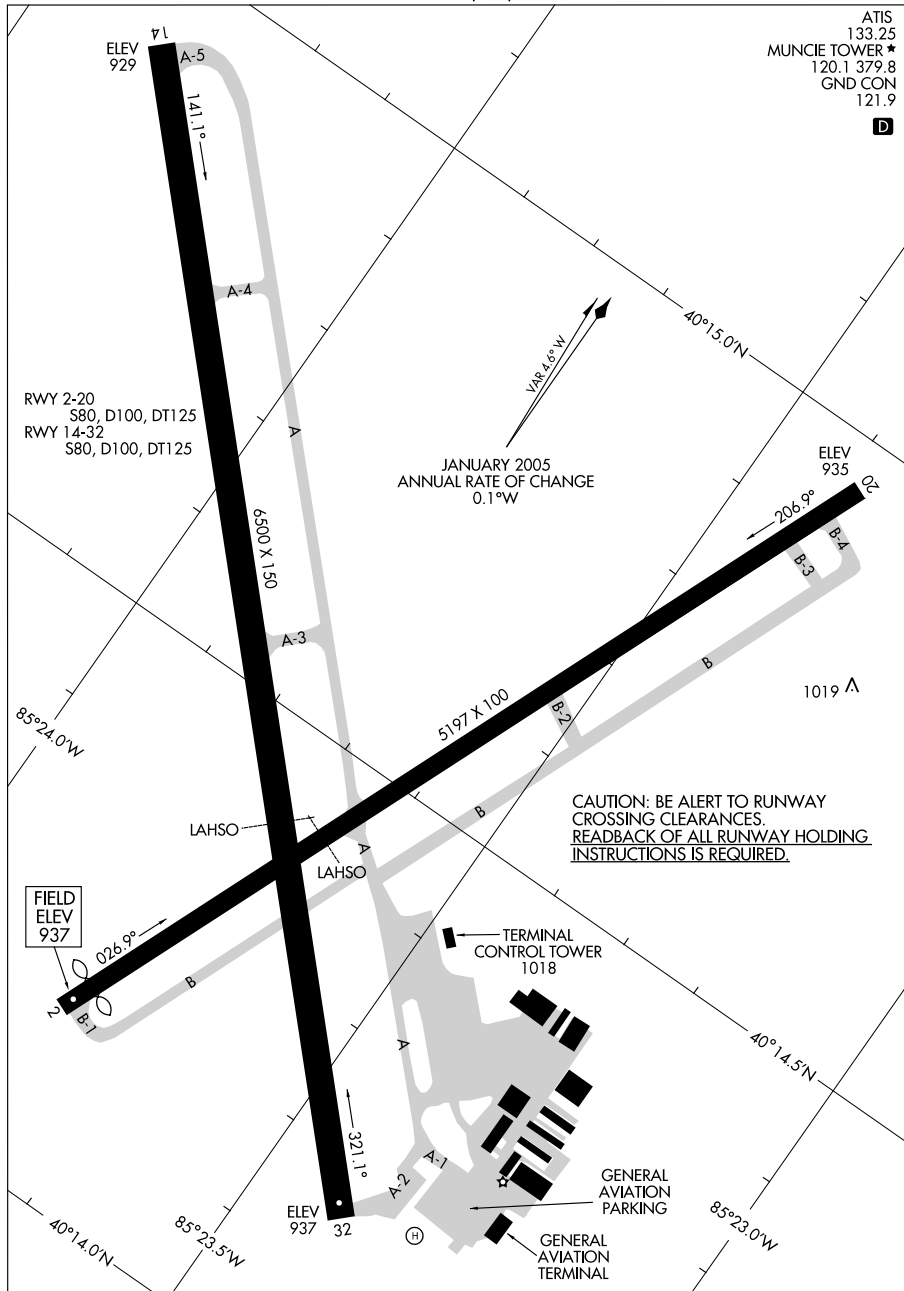
## AIRPORT DIAGRAM

09295

MOSINEE, WISCONSIN  
MOSINEE/CENTRAL WISCONSIN (CWA)

09295

## AIRPORT DIAGRAM

MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)  
AL-5011 (FAA) MUNCIE, INDIANA

## AIRPORT DIAGRAM

09295

MUNCIE, INDIANA  
MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)

09295

## AIRPORT DIAGRAM

AL-278 (FAA)

MUSKEGON COUNTY (MKG)  
MUSKEGON, MICHIGAN

ATIS

124.3

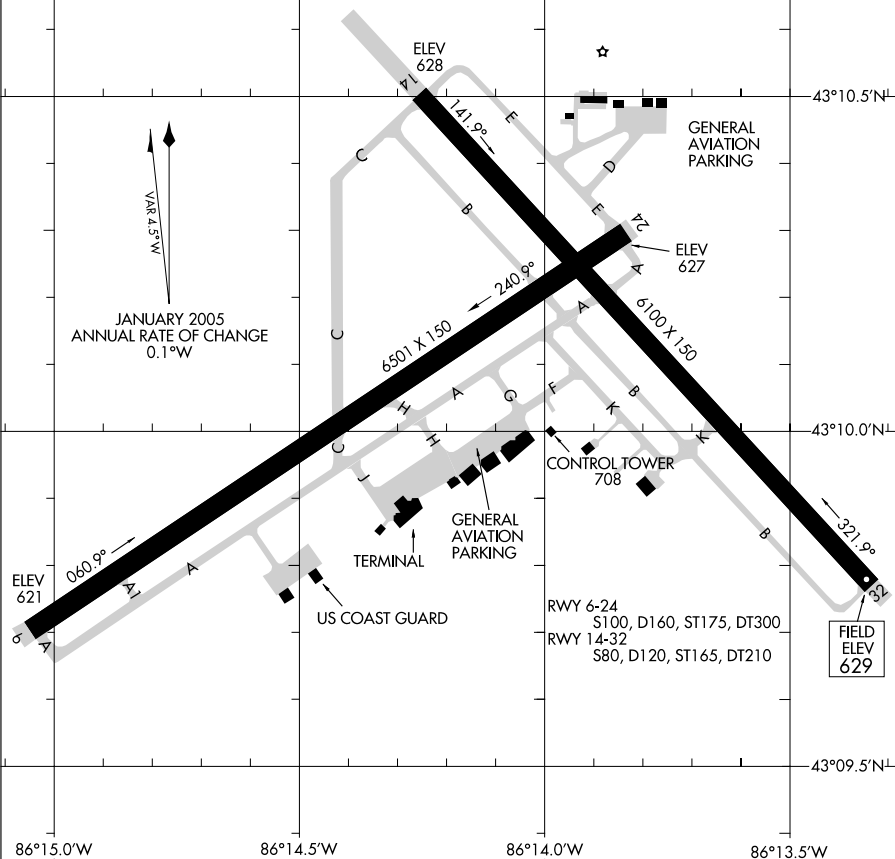
MUSKEGON TOWER \*

126.25 363.1

GND CON

121.6

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

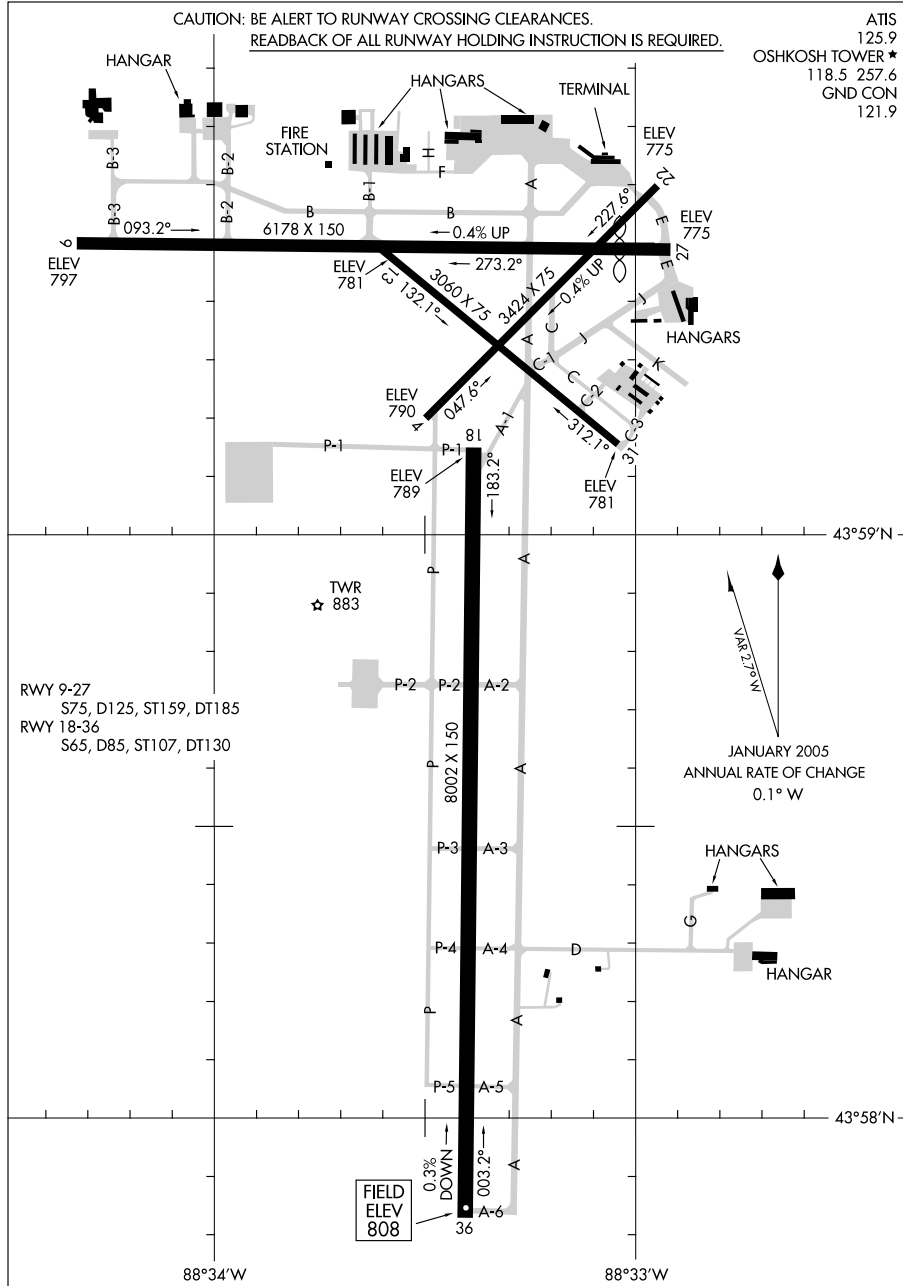
09295

MUSKEGON, MICHIGAN  
MUSKEGON COUNTY (MKG)

09295

## AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)  
OSHKOSH, WISCONSIN

## AIRPORT DIAGRAM

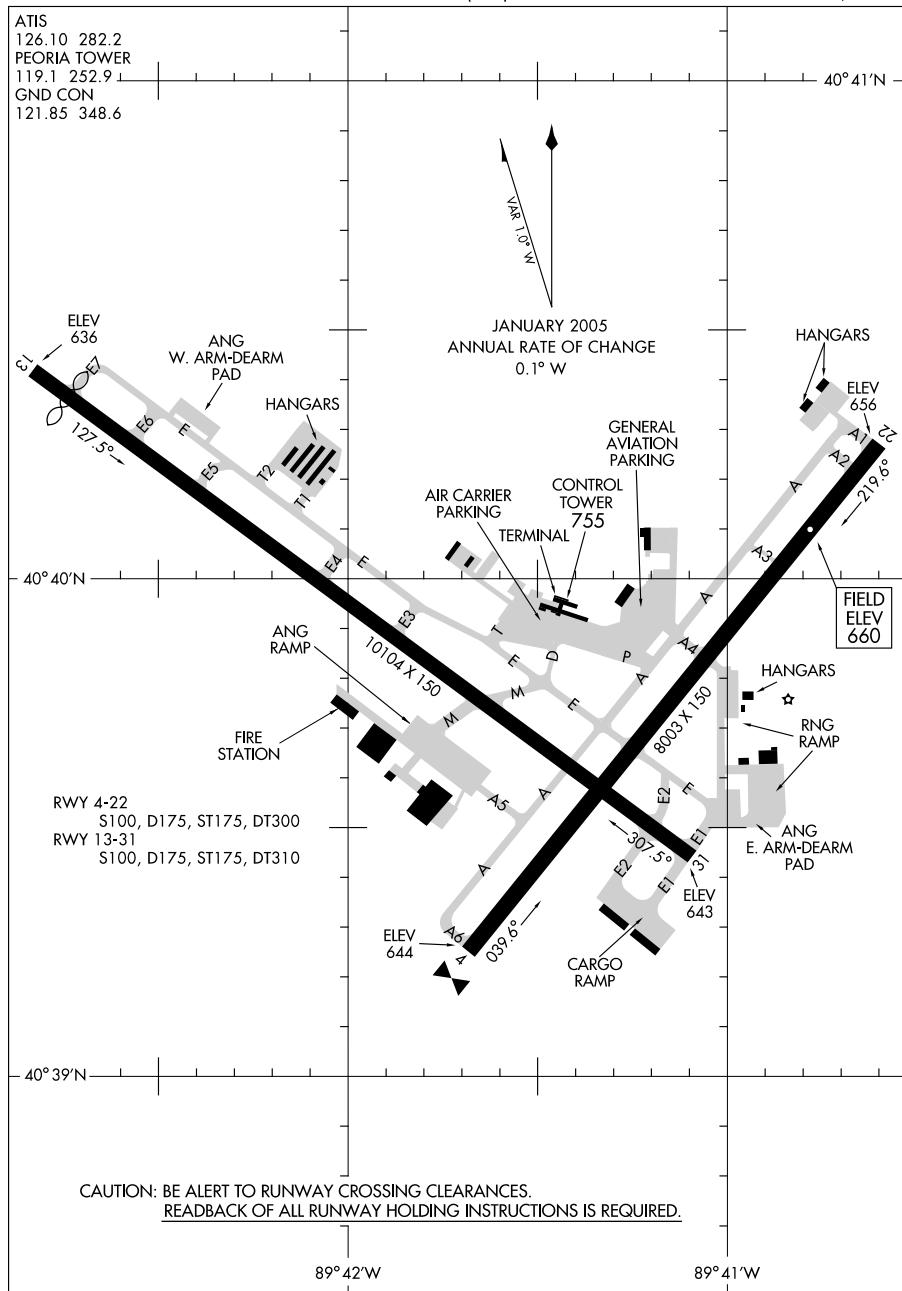
09295

OSHKOSH, WISCONSIN  
OSHKOSH/ WITTMAN RGNL (OSH)

09015

## AIRPORT DIAGRAM

AL-597 (FAA)

PEORIA/GREATER PEORIA RGNL (PIA)  
PEORIA, ILLINOIS

## AIRPORT DIAGRAM

09015

PEORIA, ILLINOIS  
PEORIA/GREATER PEORIA RGNL (PIA)

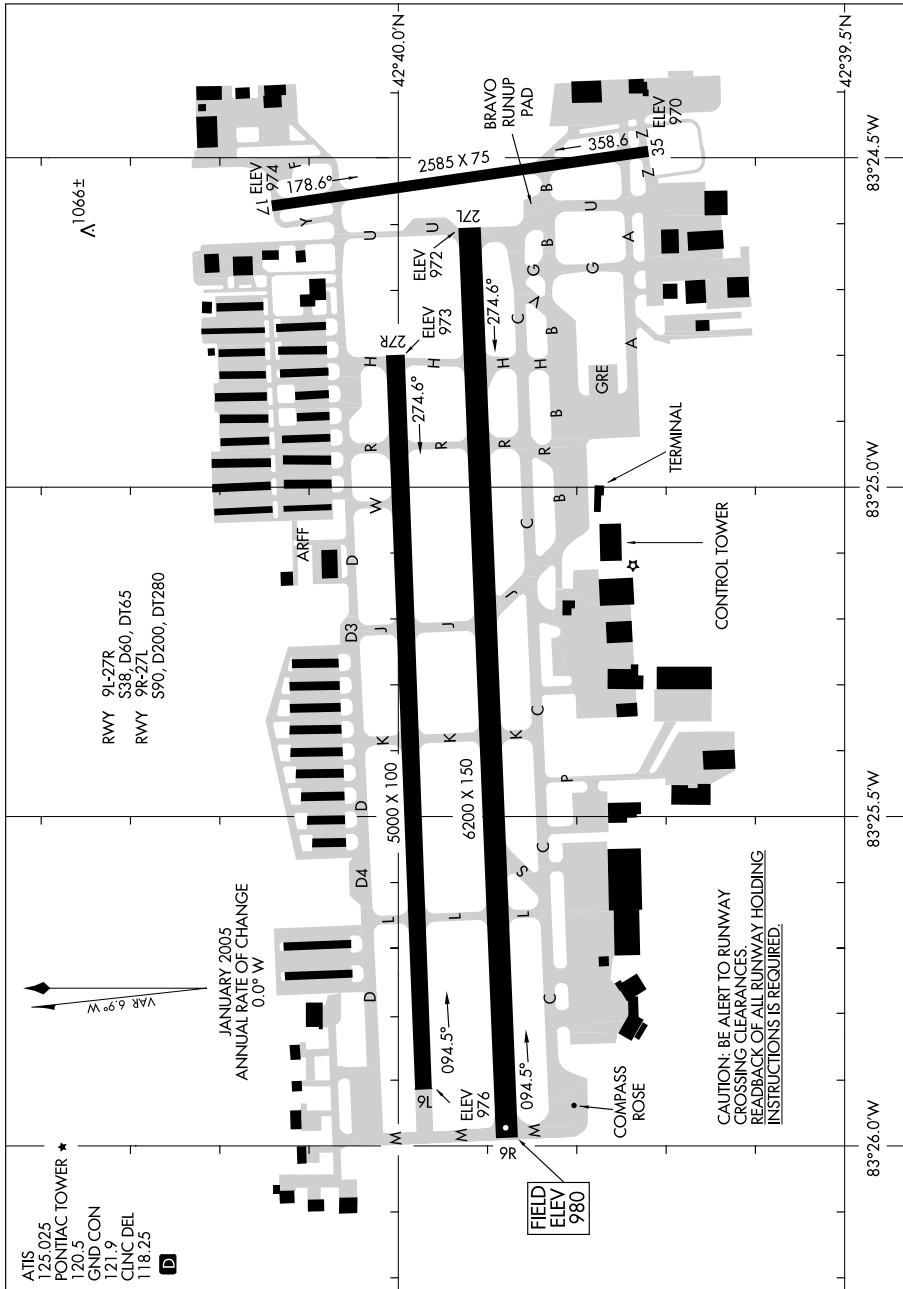
09295

## AIRPORT DIAGRAM

PONTIAC/OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

AL-5052 (FAA)



## AIRPORT DIAGRAM

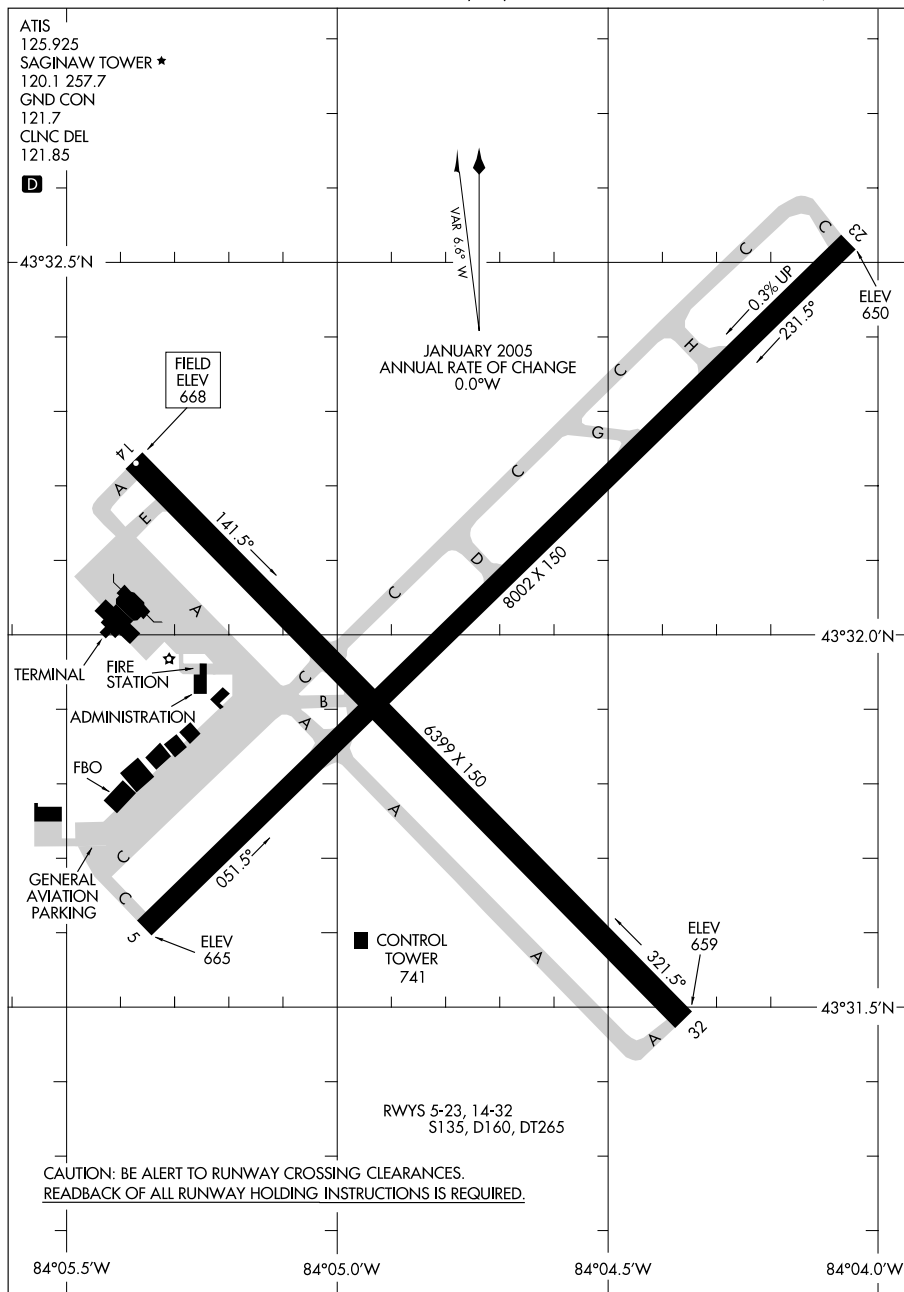
09295

PONTIAC, MICHIGAN  
PONTIAC/OAKLAND COUNTY INTL (PTK)

09295

## AIRPORT DIAGRAM

AL-648 (FAA)

SAGINAW / MBS INTL (MBS)  
SAGINAW, MICHIGAN

## AIRPORT DIAGRAM

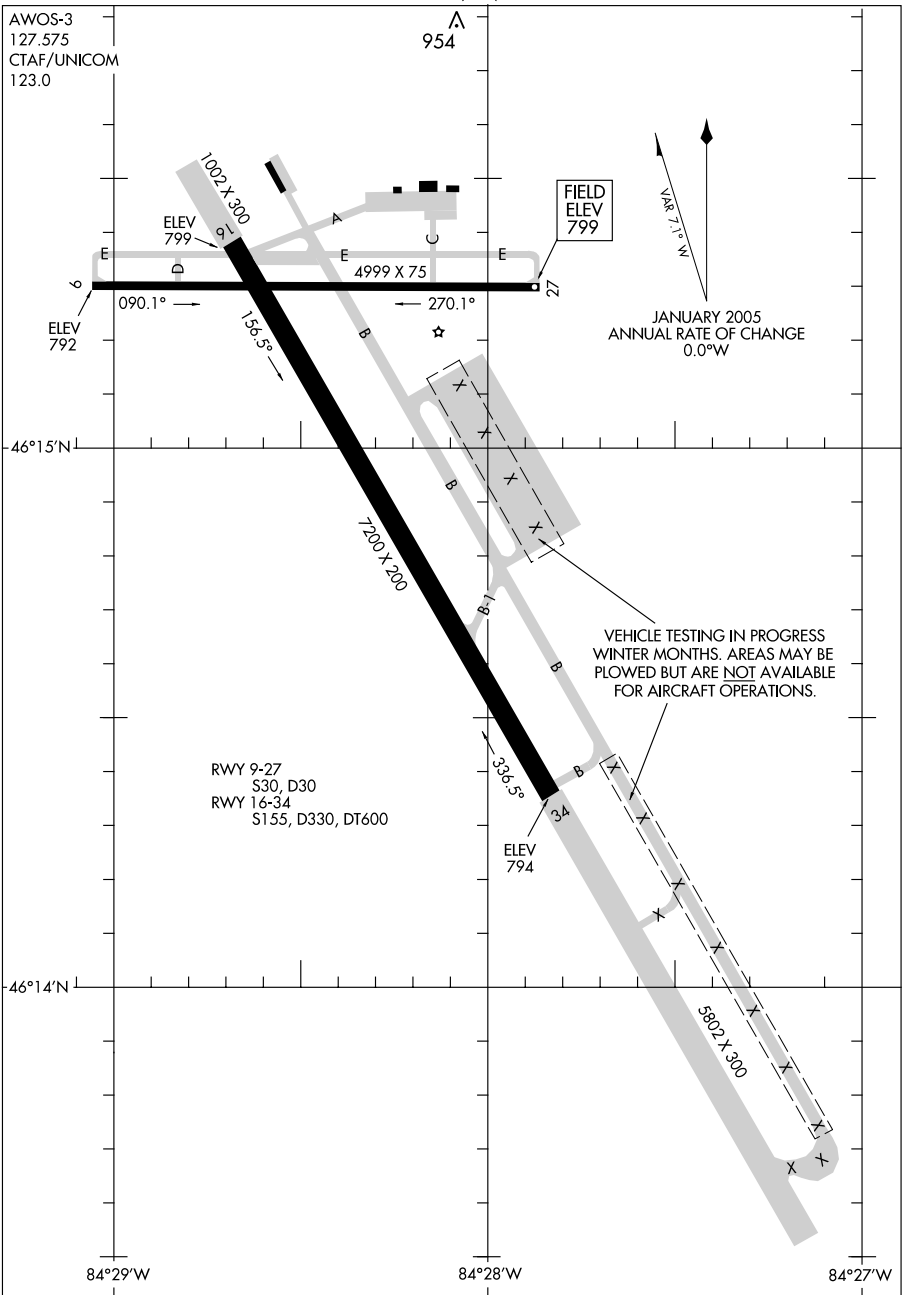
09295

SAGINAW, MICHIGAN  
SAGINAW / MBS INTL (MBS)

09071

AIRPORT DIAGRAM

SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)  
SAULT STE MARIE, MICHIGAN



AIRPORT DIAGRAM

SAULT STE MARIE, MICHIGAN  
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

09071



05216

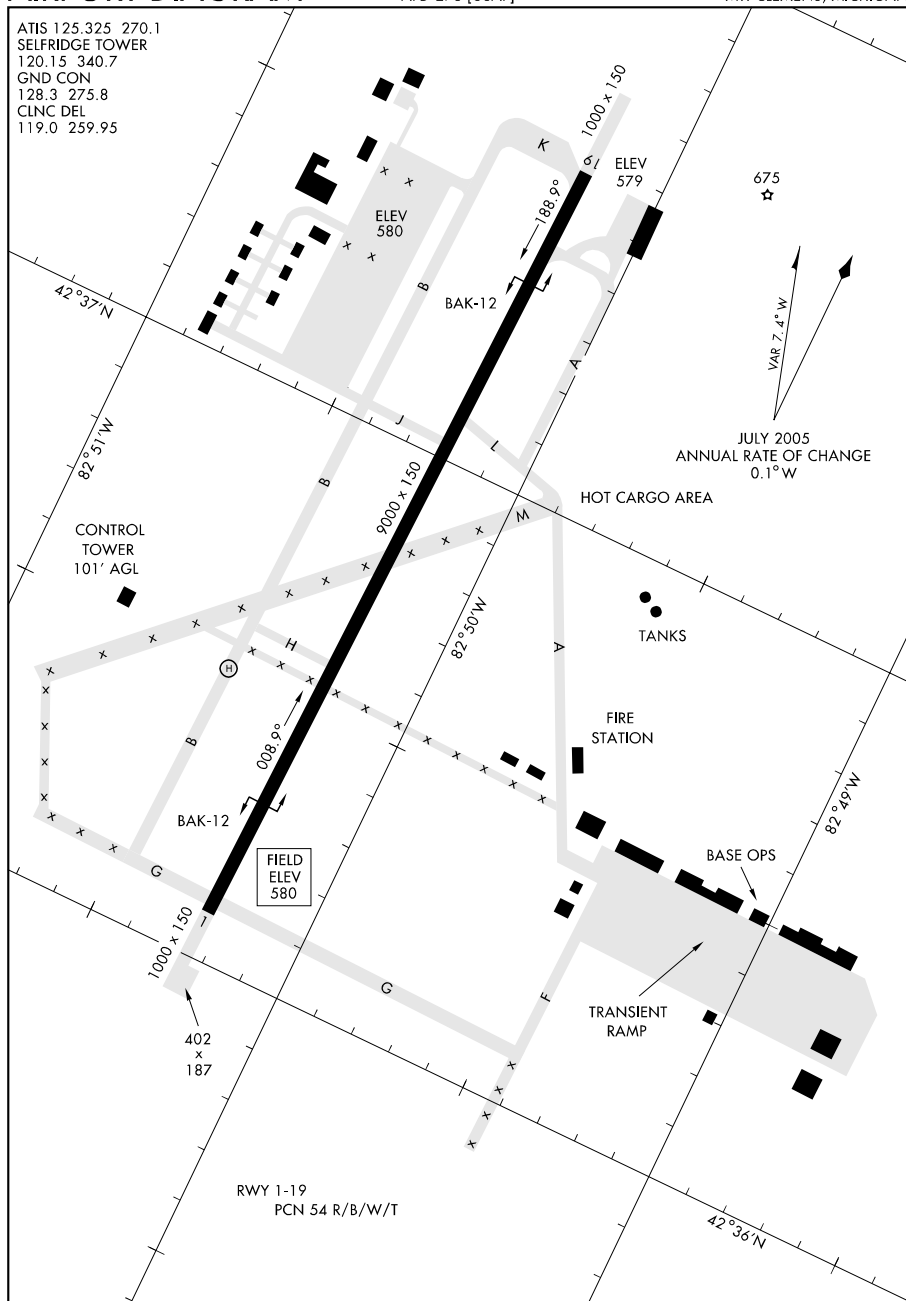
## AIRPORT DIAGRAM

AFD-276 [USAF]

SELFRIDGE ANGB (KMTG)

MT. CLEMENS, MICHIGAN

ATIS 125.325 270.1  
 SELFRIDGE TOWER  
 120.15 340.7  
 GND CON  
 128.3 275.8  
 CLNC DEL  
 119.0 259.95



## AIRPORT DIAGRAM

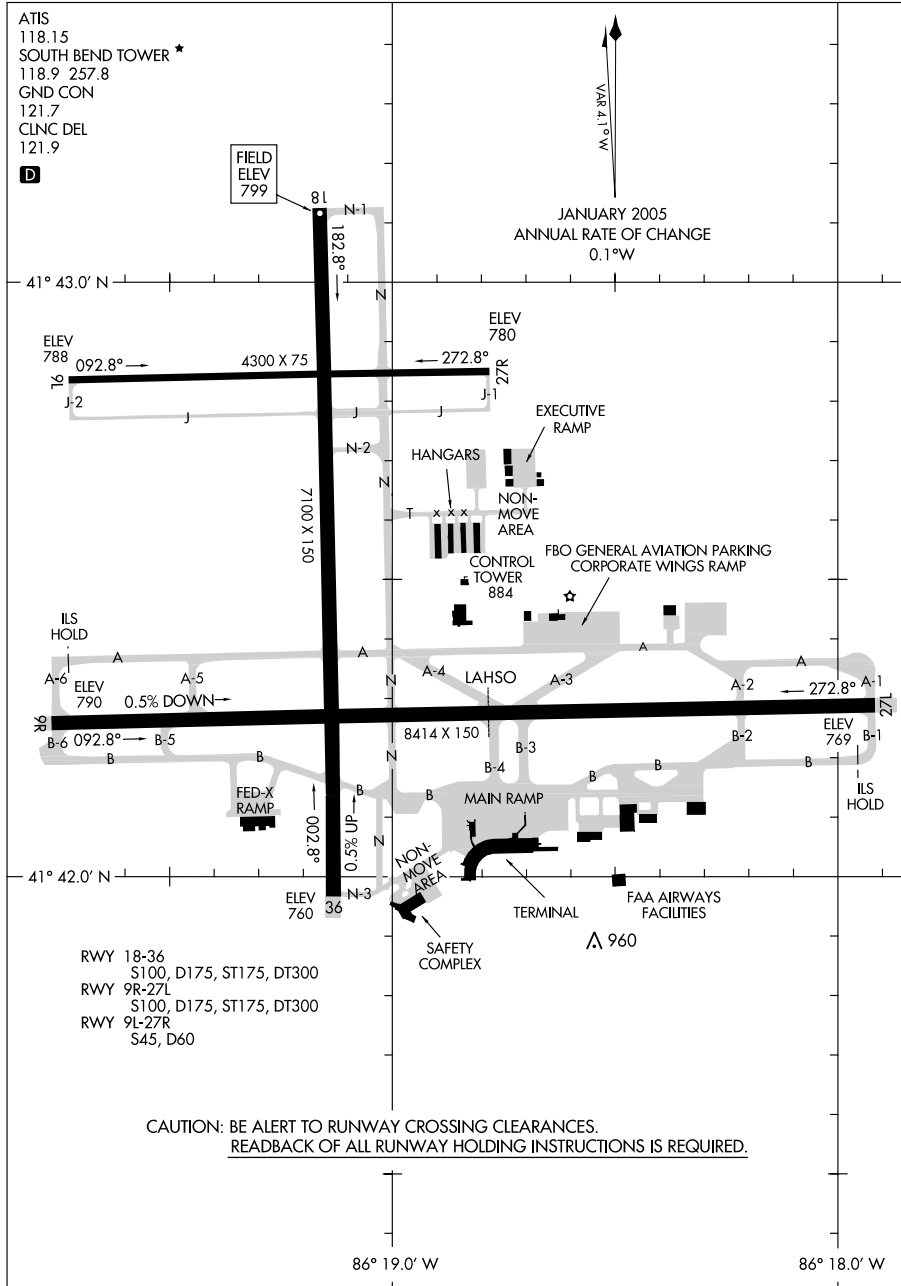
WGS DATUM

MT. CLEMENS, MICHIGAN  
 SELFRIDGE ANGB (KMTG)

09295

## AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)  
SOUTH BEND, INDIANA

## AIRPORT DIAGRAM

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SOUTH BEND, INDIANA  
SOUTH BEND RGNL (SBN)

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## AIRPORT DIAGRAM

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

AL-518 (FAA)

SPRINGFIELD, ILLINOIS

ATIS

127.65 270.1

SPRINGFIELD TOWER ★

121.3 257.8

GND CON

121.9 348.6

CLNC DEL

121.7

D

RWY 4-22

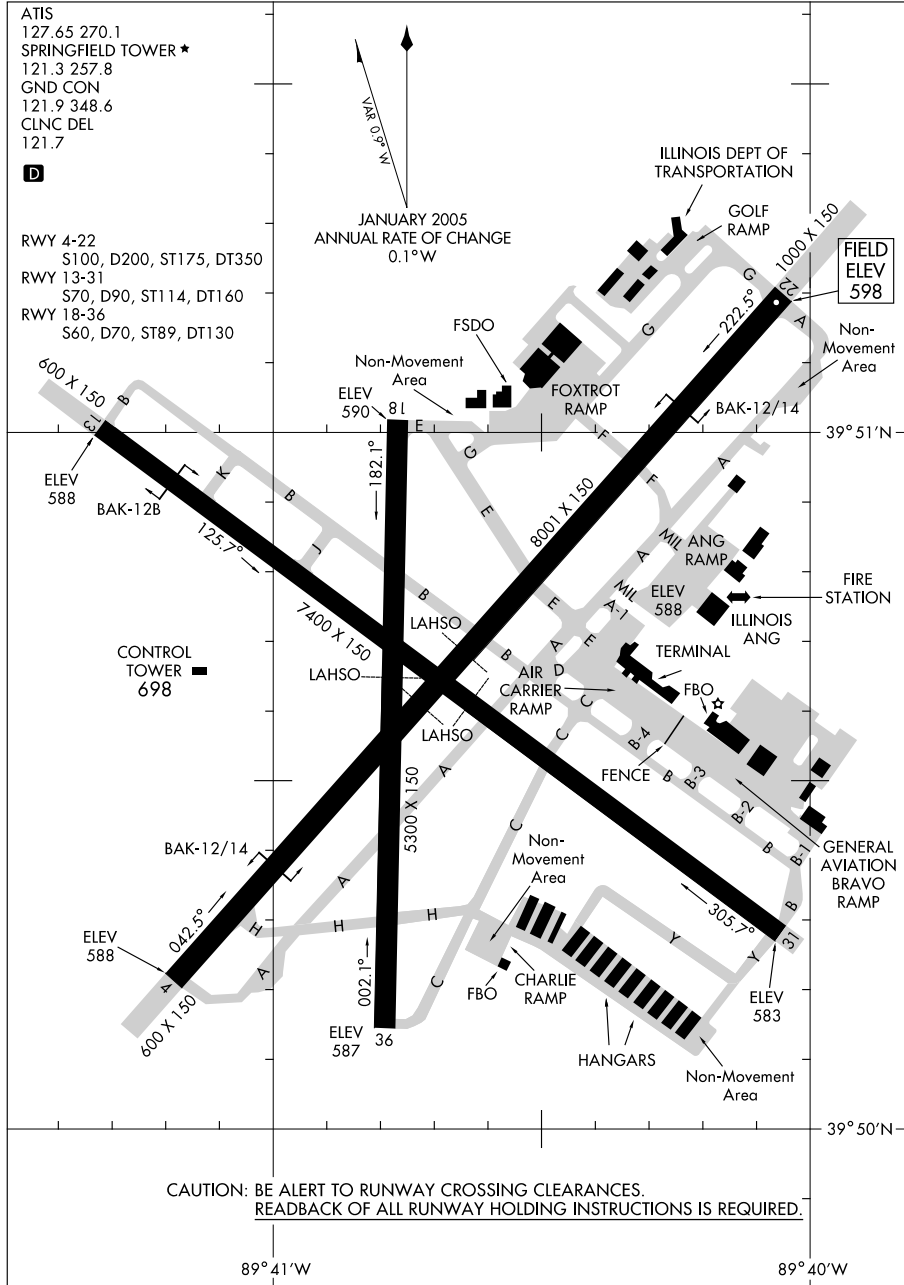
S100, D200, ST175, DT350

RWY 13-31

S70, D90, ST114, DT160

RWY 18-36

S60, D70, ST89, DT130



## AIRPORT DIAGRAM

09295

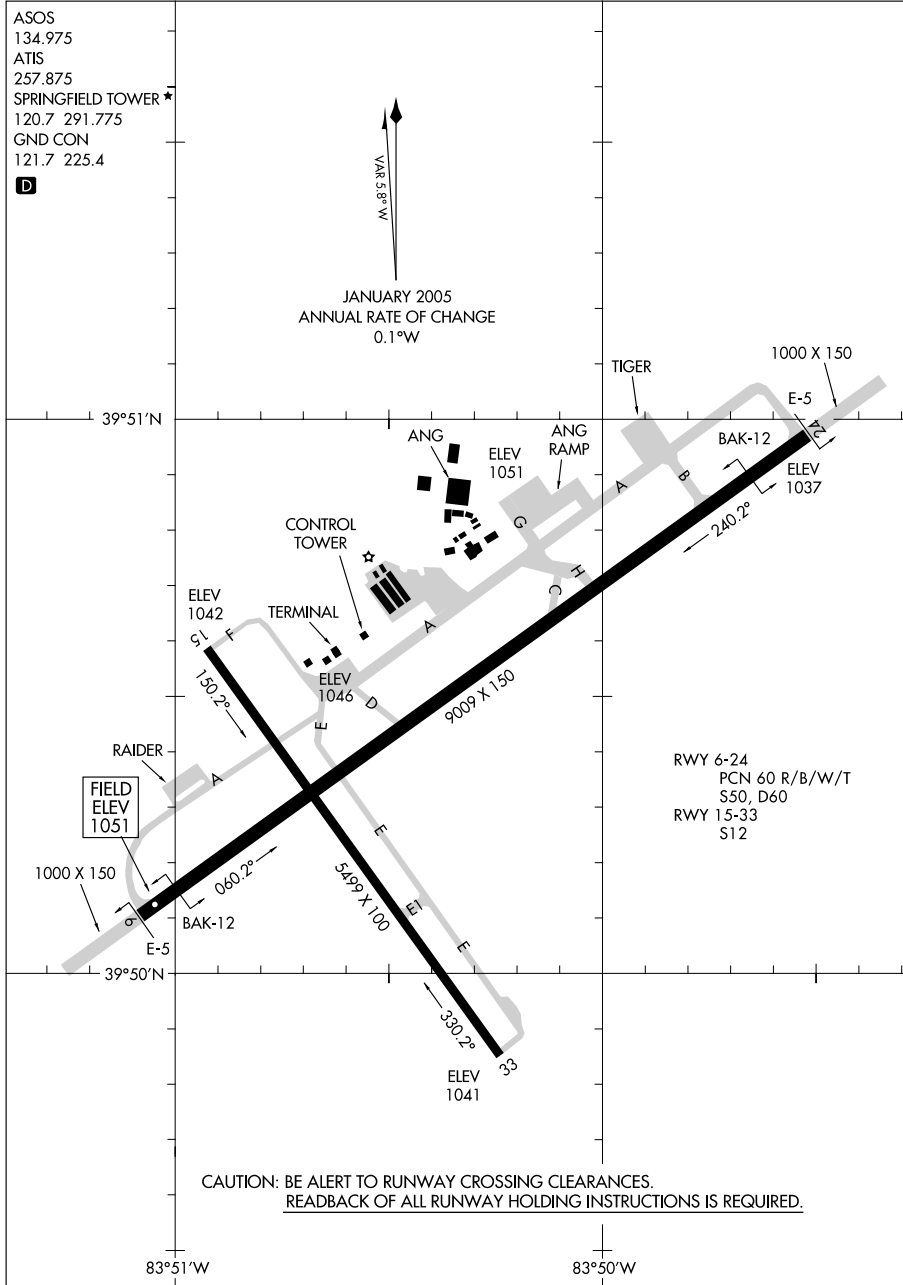
SPRINGFIELD, ILLINOIS

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

09295

## AIRPORT DIAGRAM

AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)  
SPRINGFIELD, OHIO

## AIRPORT DIAGRAM

09295

SPRINGFIELD, OHIO  
SPRINGFIELD-BECKLEY MUNI (SGH)



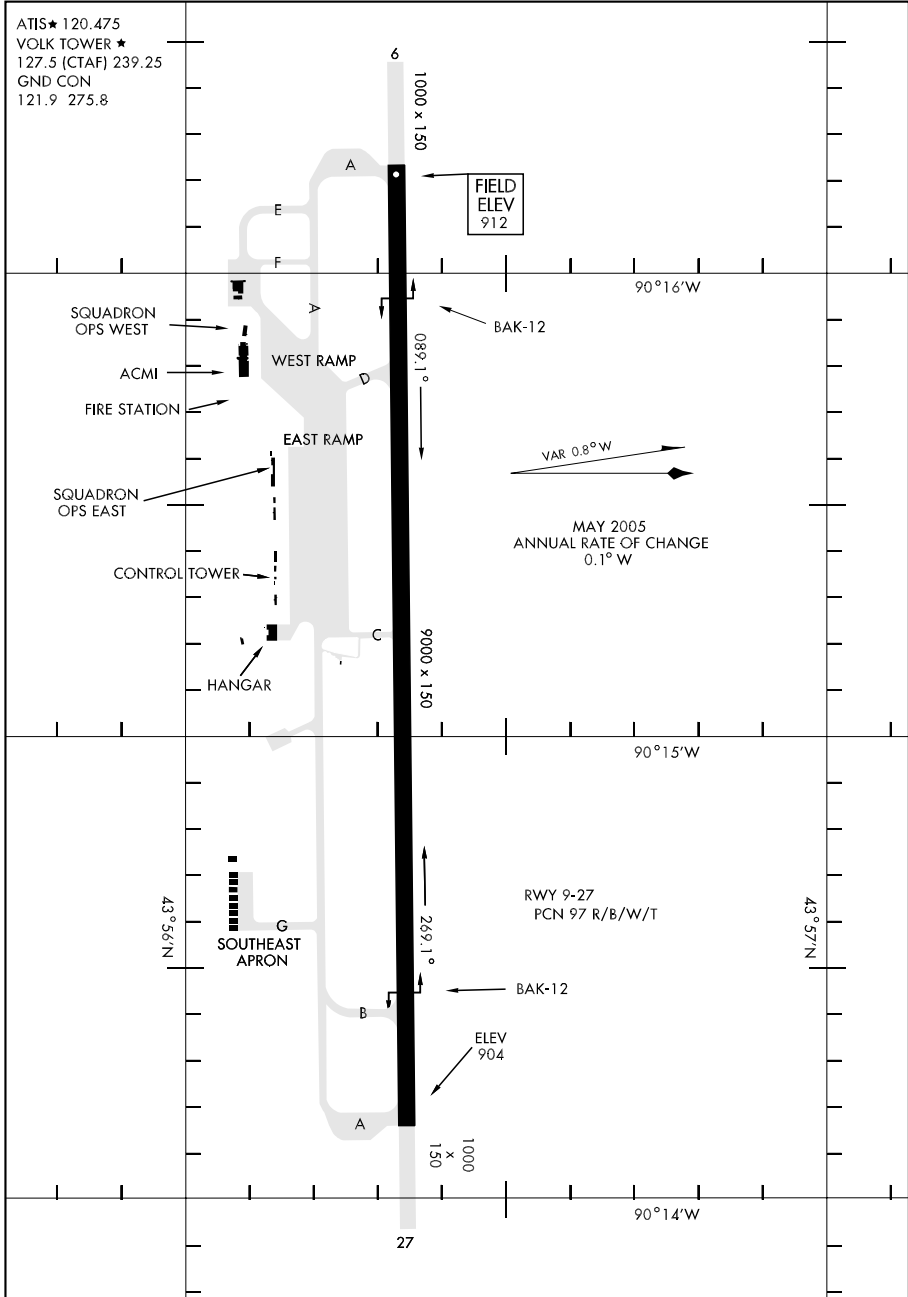




06271

## AIRPORT DIAGRAM

AFD-71.4 [USAF]

VOLK FIELD (VOK)  
CAMP DOUGLAS, WISCONSIN

## AIRPORT DIAGRAM

WGS DATUM

CAMP DOUGLAS, WISCONSIN  
VOLK FIELD (VOK)

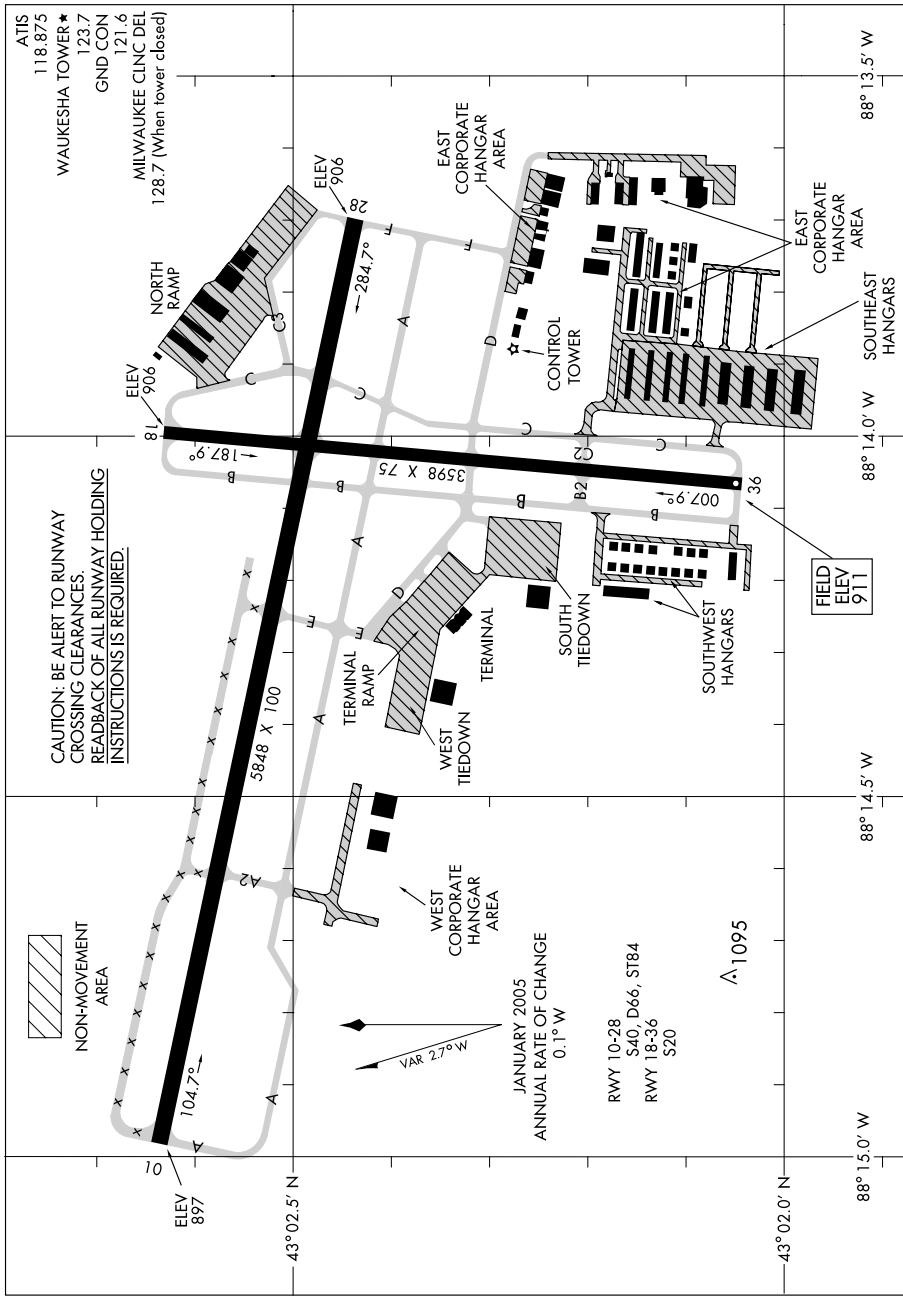


09127

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)  
WAUKESHA, WISCONSIN



AIRPORT DIAGRAM

09127

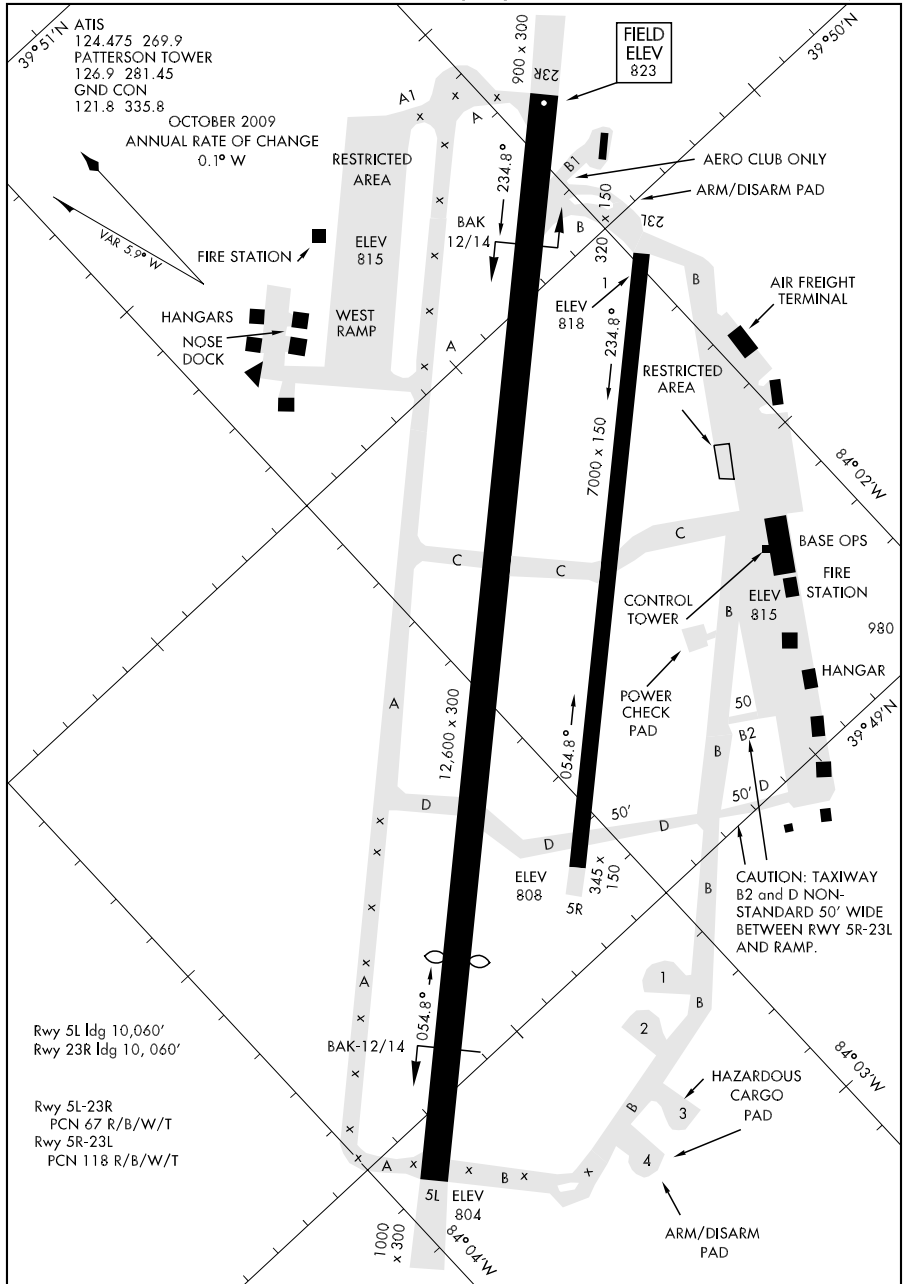
WAUKESHA, WISCONSIN  
WAUKESHA COUNTY (UES)

09295

## AIRPORT DIAGRAM

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OHIO



## AIRPORT DIAGRAM

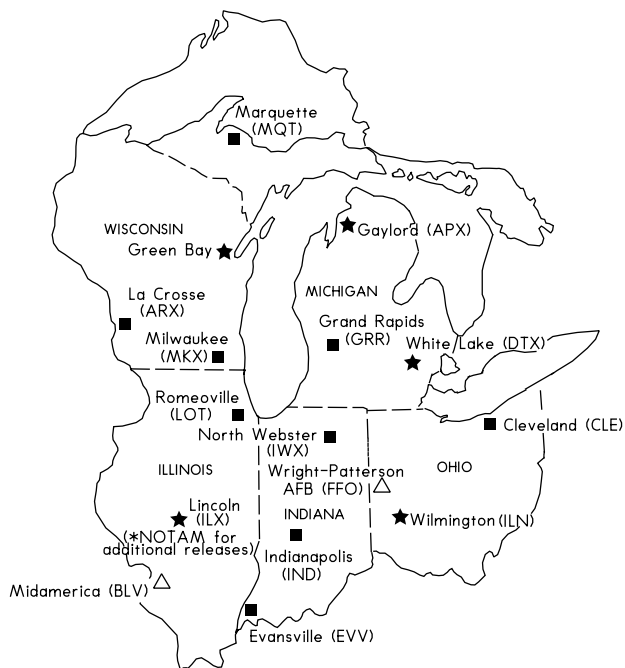
DAYTON, OHIO

WRIGHT-PATTERSON AFB (KFFO)



**INTENTIONALLY  
LEFT  
BLANK**

NATIONAL WEATHER SERVICE (NWS)  
UPPER AIR OBSERVING STATION (UAOS)  
AND  
WEATHER RADAR NETWORK



LEGEND

- △ AVIATION WEATHER SERVICE (MILITARY)
- ▲ AIR TRAFFIC CONTROL RADAR
- ★ UPPER AIR OBSERVING STATION  
HYDROGEN FILLED BALLOON RELEASES AROUND  
1100 UTC AND 2300 UTC DAILY/RADAR
- RADAR ONLY
- UAOS-BALLOON RELEASES AROUND 1100 UTC  
AND 2300 UTC DAILY
- OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE  
TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE  
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND  
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED  
HOURS, AN AERONAUTICAL INFORMATION MESSAGE OR NOTAM\*  
WILL BE FILED.